

# GRAIN DEALERS' JOURNAL

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Receivers & Shippers of Grain.

212 Merchants' Exchange

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## GOFFE & CARKENER CO.

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Successors to Redmond Cleary Com. Co.  
Established 1854. Incorporated 1887.

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Clark's Grain Tables for Car Loads, so extensively used for reducing pounds to bushels have been extended to cover the largest car loads. The book now contains 28 pages of tables as follows:  
OATS (32 lbs.) six tables, 20,000 to 86,000 lbs.  
CORN (56 lbs.) eight tables, 20,000 to 108,000 lbs.  
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BARLEY (48 lbs.) six tables, 20,000 to 86,000 lbs.  
The number of bushels in any weight of grain, within the numbers specified above are given in bold-faced type. The tables are printed in two colors on good paper. By their use all reductions are avoided and errors are prevented.

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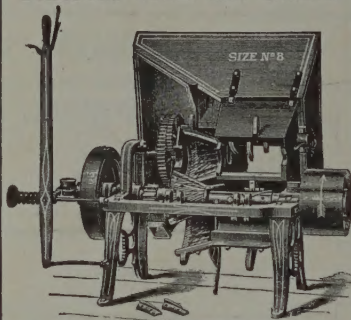


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Crush ear corn (with or without shucks) and Grind all kinds of small grain; *separately or mixed*. Will grind Kaffir Corn in the Head. Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.

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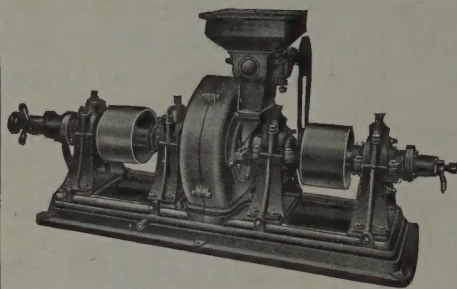
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Let us prove it to you by sending you one on trial.

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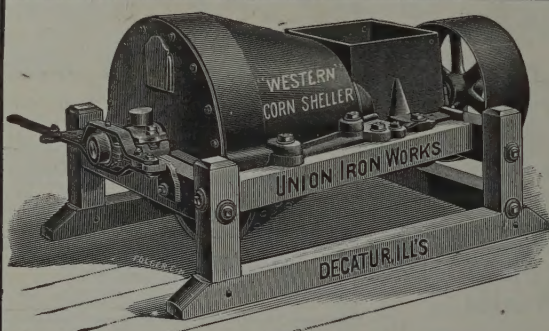
is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 3/4 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

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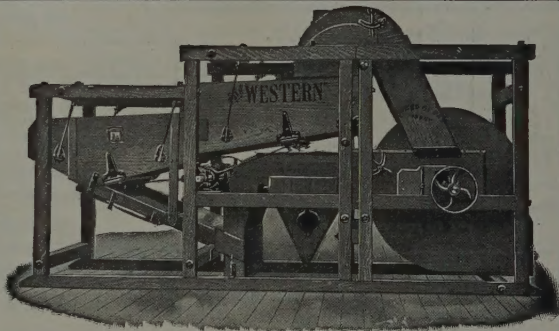
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## GRAIN ELEVATORS

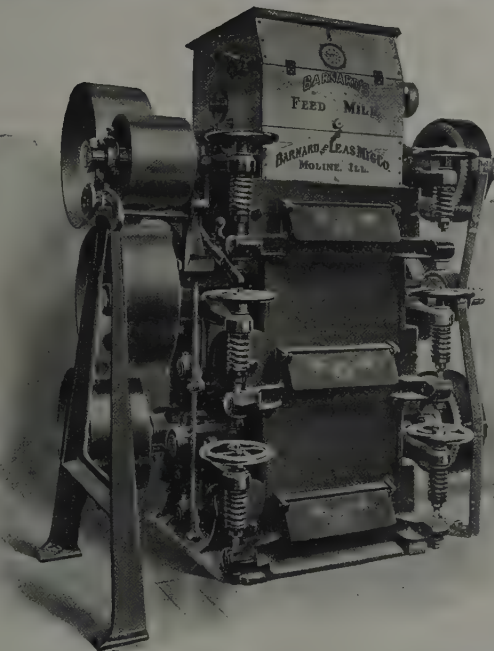
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It will grind as fine or as coarse as desired. It is designed to make three grindings, but if at any time two reductions only are desired, either pair of rolls can be thrown apart far enough to allow the material to pass through without being reduced.

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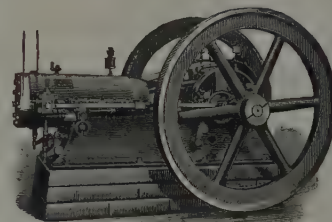
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Wipe Spark Igniter  
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Is a practical hand book of questions and answers on difficult problems, which may arise in the care and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.

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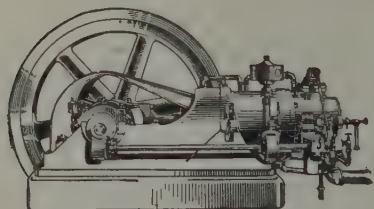
is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left-hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

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Olds Gas Engines and Pintsch Suction Gas Producers are built in the same plant—the engines are simple, economical and reliable (2 to 1600 h. p.—producers 2 to 2000 h. p.) and save 50% to 75% of your fuel cost.

We know each complete plant (producer and engine) will run right before it leaves the factory, perfectly adapted to the coals you will use. Operating costs are  $\frac{1}{3}$  to 1-5 of steam,  $\frac{1}{2}$  gasoline. Especially adapted for grain elevators.

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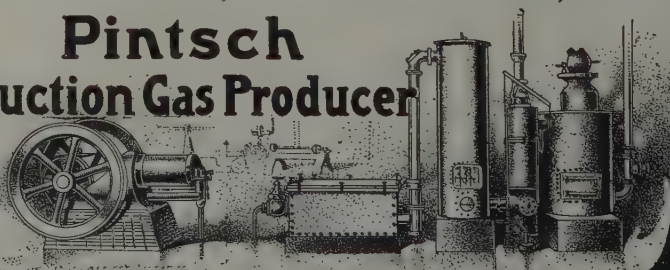
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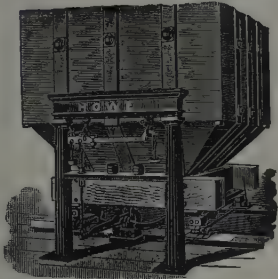
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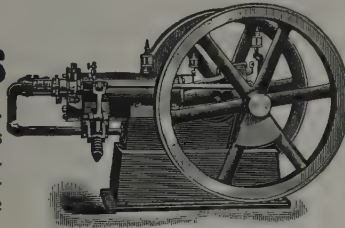


insure correct weights and a reliable and dependable power.

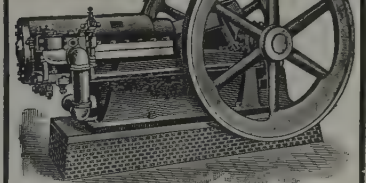
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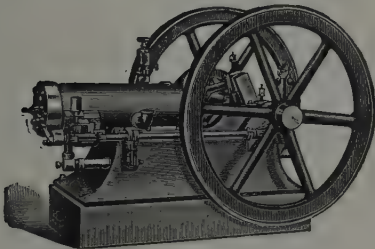


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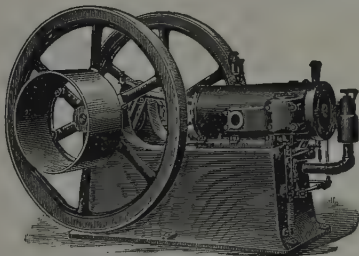


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It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.



## POWER CAR LOADERS FOR ELEVATORS.



## No Equal

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Maroa Mfg. Co., Maroa, Ill.

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Yours truly, SUFFERN, HUNT & Co., per J. H. Rankin, Agent.

The above is a sample of the letters we are constantly receiving and some of which we are publishing in this space. If you have a loader which is not satisfactory or if you have none, and wish to load quickly and well write us for information regarding the Boss. If there is none in your neighborhood which you can see we will send you one on trial.

MAROA MFG. CO., Maroa, Ill.

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Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Rollers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

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Loads, cleans and cools all at the same time. Latest and best, less power, perfect service. No more cracked corn, cleaner and better grain. After spending about two years in studying this problem we have found the proper principle for loading grain into cars and have perfected a machine which applies the principle of loading grain by air pressure, perfectly. We now have a number of these machines in operation.

Write us for descriptive catalogue and testimonials, prices, etc.

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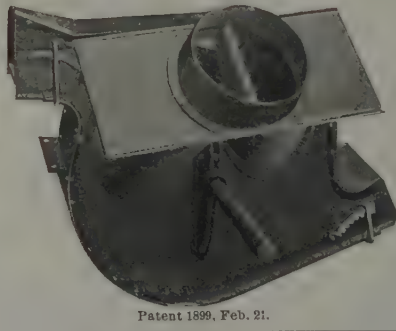
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Automatic  
Rotary  
Car Loader

Quickly placed in position by one man. Loads both ends of the car at the same time. Requires less than 3 h. p. to operate.

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Patent 1899, Feb. 21.

"Car Loader does its work well and has paid for itself in improvement in grain."  
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"The Rotary Loader arrived a few days ago, have tried it and found it OK in every respect."  
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Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on; Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it.

800 tickets in each book, with a rubber stamp for quickly filling in name of buyer. Price \$1.25

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It is printed in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

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These tables are bound in tough paper and form a thin book, 2 1/4-in. wide by 8 1/4-in. long. Price 50 Cents. Address

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Exclusive  
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Simplest  
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Any Style and Capacity  
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Better have **YOUNGLOVE** build your  
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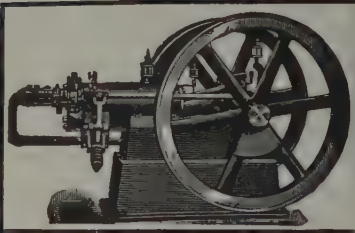
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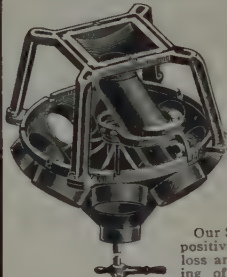
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The Hall Signaling Distributor are distinctively its own, and can not be had in any other grain distributing machine.



Our Signaling Device positively prevents all loss arising from mixing of grain, notifies you—automatically—when a spout is clogged, or a bin is full, and a choke caused by grain filling the elevator head and running down the back leg is impossible.

It will pay you to investigate right now.

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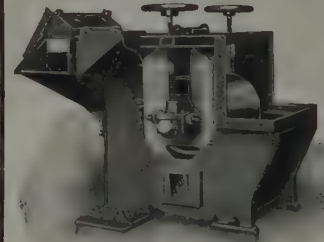
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Requires no attention, no gate to watch; all cups fill to full capacity uniformly; doubling the ordinary practice; and are guaranteed forever against choking.

All Boot and Leg difficulties overcome, all problems concerning them, effectively, economically and satisfactorily solved.

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ARE YOU PREPARED FOR IT?  
Have You a Hess Drier?

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The Hess Drier is standard, and 95 per cent of all grain drying is done by this machine. It is used everywhere, and is the only *reliable* device of its kind. Free booklet.

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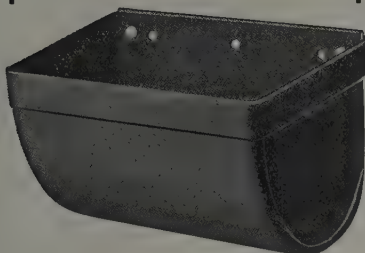
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In fact everything for the Complete Equipment of Country and Terminal Elevators. Our Catalog Sent Promptly on Request.

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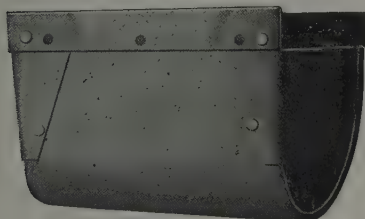
## GRAIN ELEVATOR SUPPLIES.

### The Banner



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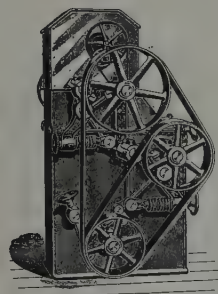
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It is the best, most durable, greatest capacity and cheapest.

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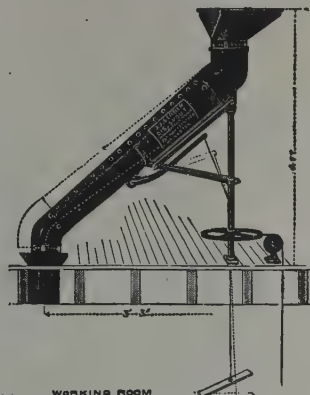
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And be convinced that it is the best spout you can secure for your elevator.

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Passenger Elevators are not only a convenience but a necessity in well-equipped grain warehouses.

Easy to operate.  
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Cheap as a stairway.

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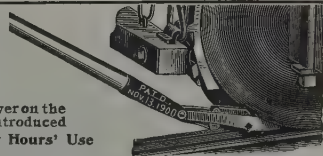
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Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced  
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The Solvay Process Co.'s CALCIUM CHLORIDE is the best; its freezing point being 64° below Zero Fahr. It makes the best Water Jacket solution for Gasoline Engines.

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There is none better than that afforded by well filled fire buckets. The use of CALCIUM CHLORIDE SOLUTION in place of SALT BRINE, has these advantages:  
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for yourself the advantages of this particular Sheller and Feeder. No pit or steel tank. No lower hopping to build when installing it or tear out when repairs are needed. Positive feed, clean shelling and don't break the cob so badly or crack the corn any worse than other shellers on the market. You can SEE that the feeder is OK. We want your orders NOW, to be shipped any date you name.

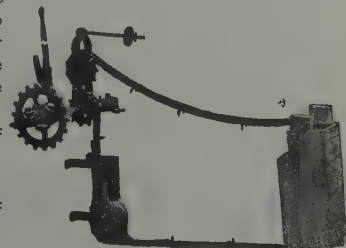


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Send for our new folder and special price for 1906

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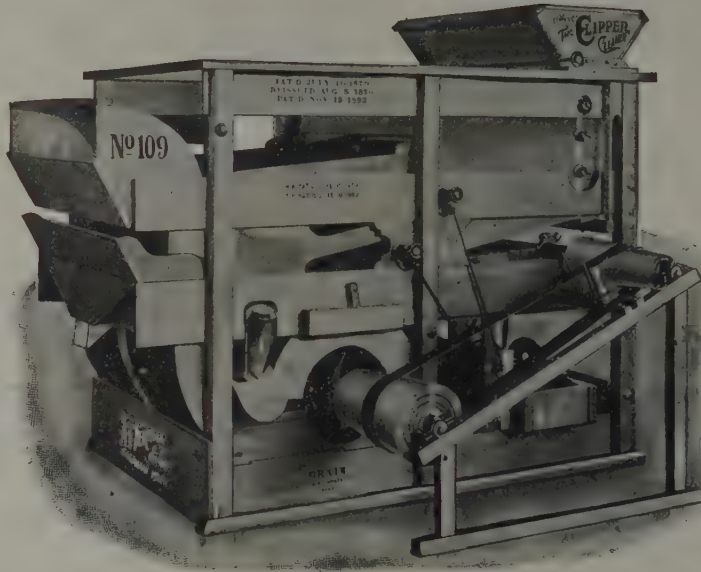
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# SECURE LARGE RETURNS BY THE USE OF



## The "Clipper" Corn Cleaner

This machine will grade and clean corn for seed in large quantities and do exceptionally fine work. It is adapted to handling all varieties of field and sweet corn. By use of the air blast all chaffy and shrunken kernels, with husks, silks and pieces of cob are carried out. The carefully perforated grade screens will dispose of all butt or tip grains, leaving an excellent grade for use on edge drop planters. Our machines are easy to install, simple to operate and require less power than any other cleaner of like capacity. They are sold upon a liberal guarantee of satisfaction. Write for catalogue.

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## Decide Now

THAT  
THE **NEW PROCESS  
CORN CLEANER**

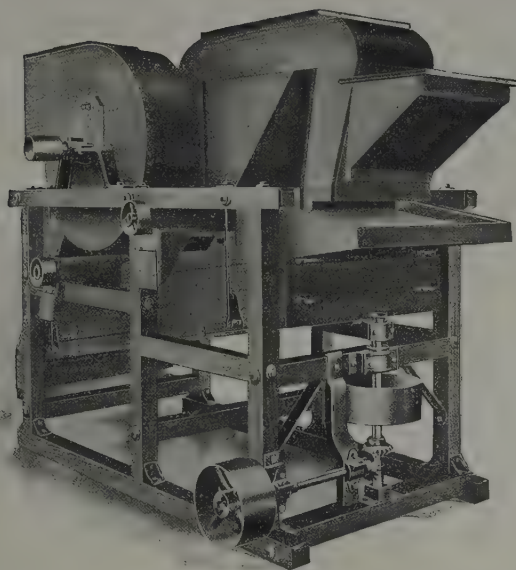
is the machine you **must** have if you want clean corn; corn that will grade and bring the top of the market every time. ¶ One of the special features of this machine is that it can also be used for cleaning oats or small grain, by using special sieves. A most economical machine for the country elevator. The grain is subjected to the wind of the "blast" and "suction" fans from the time it enters the machine until it is discharged in clean marketable condition. ¶ This cleaner should be used in connection with our **NEW PROCESS CORN SHELLER**, then you have a combination that can't be beat. Our full line of Corn Shellers and Cleaners as well as all supplies needed for an elevator is fully illustrated and described in our catalog. Send for it now.

# Marseilles Manufacturing Co.

MARSEILLES, ILLINOIS

# The Beall Rotating Receiving Separator

For Use in  
MILL  
ELEVATOR or  
WAREHOUSE



**"Better work than any of the three other makes in our plant."**

The Beall Improvements Co.,  
Decatur, Illinois.

AVISTON, ILL., January 11, 1906.

Gentlemen:—

We enclose our check in payment of the No. 4 ROTATING RECEIVING SEPARATOR received from you some time ago. We have given this machine a thorough test in every way, and we are pleased to say that it satisfies us in every particular. It requires less power, has more capacity and does better work than any of the three other makes we have in our plant.

We remain,

Yours truly,  
AVISTON MILLING CO.  
B. H. Heimann, Sec'y.

**"We will give preference to the 'Beall' every time."**

The Beall Improvements Co.,  
Decatur, Illinois.

AVISTON, ILL., March 13, 1906.

Gentlemen:—

It is now about two months ago since we wrote you our first letter in regard to the new ROTATING RECEIVING SEPARATOR. Since then we have used same continuously and find that we have not over stated our satisfaction with the machine in any particular. The easy rotating motion of the machine is, we think, quite an improvement over the old shaking motion used on most other machines, and we cannot notice the least wear on any of the parts. In fact, whenever we want a new separator we will give preference to the Beall every time.

We remain, Yours truly,  
AVISTON MILLING CO.  
B. H. Heimann, Sec'y.

**YOU** cannot afford to worry along with a straight shake motion separator when you can buy a machine like this. It will save repairs, annoyance and trouble and will do perfect work. Write for prices.

**The Beall Improvements Co., :: Decatur, Ill.**



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UP-TO-DATE eltrs in corn and oats belt cheap. W. A. Thompson, Attica, Ind.

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**FOR SALE, rent or exchange**—Good mill and elevator located in a fine wheat and grain country. Favorable terms. Address Real, Box 1, Grain Dealers Journal, Chicago, Ill.

**GOOD 35,000 CAPACITY** cribbed elevator in northwestern Iowa for sale. Good reasons for selling. For particulars address S. T. J., Box 4, Grain Dealers Journal, Chicago, Ill.

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**TWO OR THREE ELEVATORS** in northern Minnesota and North Dakota for sale. For information address H. A. Wernli, 713 Chamber of Commerce, Minneapolis, Minn.

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A 10,000-BUSHEL ELEVATOR and mill at best grain point in Indian Territory, for sale. A good business at a reasonable figure. Address S. E. Bear & Son, Welch, Indian Territory.

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Three elevators nearly new in N. E. Iowa; gasoline power; all in first class condition; in splendid farming community. Address T. J. Ryan, Real Estate Agt., Charles City, Ia.

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**GRAIN, coal and lumber** business for sale in western Indiana; will be sold right. Here is a good chance. No competition in either line. If you mean business write at once. Address Ton, Box 4, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR FOR SALE IN SOUTHERN OHIO**—Elevator, coal and feed business. No competition in either line. Handles 150,000 bushels of grain annually. Located on C. H. & D. R. R. Address C. H. L., Box 5, Grain Dealers Journal, Chicago.

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**ELEVATORS FOR SALE.**

**MODERN ELEVATOR** in northern Indiana for sale; 30,000 bu. capacity. Handles 150,000 bu. a year. No competition. Fine location; good town. Reason for selling, owner has other interests that require attention. Address J. O., Box 6, Grain Dealers Journal, Chicago, Ill.

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**GRAIN ELEVATOR** for sale, with a good grain and feed business established. Elevator located on Pan Handle Ry. in Cincinnati. Full equipment of scales, machinery, horses, wagons, etc. Sales run about \$140,000 annually with net profits of \$5,000. Reason for selling—illness. A bargain if acted on quick. Address Brown & Patterson, Cincinnati, Ohio.

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**IOWA ELEVATOR** for sale, 24,000 bushels capacity; equipped with scales, and dump; 6 h. p. gasoline engine; everything in good shape; handles 200,000 to 240,000 bushels a year. Also coal house that will hold 300 tons, salt house holds 1½ cars; have a good stock business; also new 10 room residence; hot and cold water, furnace heat, barn and other buildings and 3 lots. All for \$7,500 if taken by June 1st, 1906. This is a snap for one who wants a good paying business. Address B. F. Muldown, Toeterville, Mitchell Co., Iowa.

## ELEVATORS FOR SALE.

FOR SALE—Largest and best established local hay and grain business in the city of Omaha. Elevator capacity 40,000 bushels, commodious office; situated in the heart of the wholesale district. Does local business to the extent of \$80,000 per year. Elegant opening; best reason for selling. Cash preferred or would accept part cash and give favorable terms for balance to right party. Do not fail to write if looking for a good business opening. Address T. F. J., Box 5, Grain Dealers Journal, Chicago, Ill.

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ELEVATOR or mill and elevator wanted for good improved Illinois, Missouri or Iowa farm. Address Inde, Box 1, Grain Dealers Journal, Chicago, Ill.

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## MILLS FOR SALE.

NEW MODERN 100 barrel flour mill on Soo road for sale or trade for unimproved real estate. Address March Bros., Litchfield, Minn.

A RARE BUSINESS OPPORTUNITY: The Howersville Roller Mills for sale; a first-class plant and up to date in every particular. Address J. K. Hower, Danielsville Pa.

FOR SALE—Feed mill and coal business in connection; population 8,000 and has only one flouring mill. Splendid opportunity for young man. I wish to retire from business. Address Chas. N. Scheidt, Van Wert, Ohio.

FOR SALE—The Inter State Roller Mills, one hundred barrels capacity, roll for grinding feed; elevator and coal business attached, all in first-class condition. Mill making a high grade of flour. Good exchange business. Address I. W. Beers, Algona, Iowa.

FOR SALE OR RENT—Chesterton roller mill; 40 miles east of Chicago; on L. S. and M. S. R. R. Mill is complete for milling of all kinds of flour and feed; good wheat and dairy country; good saw mill attached. Address H. L. Cooper, Chesterton, Ind.

## SITUATIONS WANTED.

POSITION WANTED—By experienced bookkeeper with grain firm. Best references; moderate salary. Address Box 238, Harris, Iowa.

SITUATION WANTED—As manager of grain station with experience and best reference. Address F. H. C., Box 5, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—As grain buyer in country town; German and American spoken; best references. Address J. W. Wallrich, 171 E. Chicago Ave., Chicago.

SITUATION WANTED—To run grain elevator in the Dakotas or Minnesota; had two years' experience; can give best of reference. Address C. M. Dale, Brown Valley, Minn.

POSITION WANTED with grain firm as manager and buyer at station or bookkeeper and general office man. Good references. Address Mon, Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—by experienced scale man to travel and repair scales for some Co-Operation; can give best of references. Address Scale Expert, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—As manager of country elevator; have been actively engaged in grain business for 18 years; last 10 years for myself. Address Indiana, Box 3, Grain Dealers Journal, Chicago, Ill.

A YOUNG MAN 25 years old with experience desires to correspond with milling companies or parties needing a manager or office man. Would invest to secure such a position. Address Honeoye, Box 5, Grain Dealers Journal, Chicago, Ill.

GRAIN, BROKERAGE AND COMMISSION MEN—my specialty, expert telegraph operator; rapid on typewriter; traveled on road ten years; manager and board of trade experience; best references. Give me a trial. Address H. M. Talcott, 714½ Francis St., St. Joseph, Mo.

POSITION WANTED as foreman or manager of a country grain station either on commission or salary. I understand both steam and gasoline power; also lumber. A good accountant; a hustler for business; have had 18 years' experience in grain and lumber business. Address Al., Box 2, Grain Dealers Journal, Chicago, Ill.

## MILLS FOR SALE.

FLOURING MILL for sale. Capacity 50 bbl.; roller process, all modern improvements; good location and custom trade; good coal trade; also electric light plant with city franchise. Will sell together or separate. Address Trustees of Rushsylvania Bank, Rushsylvania, Ohio.

## HELP WANTED.

FIRST CLASS BOOKKEEPER wanted—one who has had experience in elevator and receiving grain business. Give references and full particulars. Must be willing to go to an Ohio city. Address Frank, Box 6, Grain Dealers Journal, Chicago, Ill.

## PARTNERS WANTED.

PARTNER WANTED—in one of the best feed mill propositions in Illinois. A fine town of 6,500 inhabitants; a fine territory. Would consider proposition on the entire property. Write at once for full information. Address John Kull, Pontiac, Ill.

WANTED—GOOD BUSINESS MAN to buy part of stock of corporation doing thriving retail lumber and grain business. Large territory. Business established ten years. Thirty per cent annual dividends. Buyer must assume part of management and devote his entire time to business. \$10,000 to \$15,000 required. Address Tan, Box 1, Grain Dealers Journal, Chicago.

## If You Want

regular country shippers to become familiar with your firm name, place your "ad" here.

## We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.

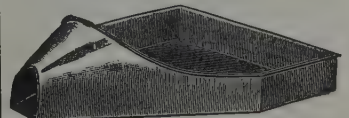


We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

## Grain Sample Pan

For Examining Samples of Grain and Seeds



Made of Aluminum. The lightest pan made, will not Rust or Tarnish, always stays bright.  
Grain Size, 2½x12x1½ ins. .... \$1.25  
Seed Size, 1½x11 ins. .... \$1.00  
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### SECURITY SEALS ARE SELF-LOCKING

No instrument needed. Adapted for any kind of car door. Tampering cannot be concealed. Fastening quick and certain. Your own name and number on face. Selling everywhere.

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**ENGINES FOR SALE.**

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

EIGHT h. p. New Era gas or gasoline engine. Up-to-date. Good as new. Address Box 96, Emerson, Nebr.

STEAM ENGINE, 12x24, new, drop cut-off valves. Economical.

GAS ENGINE, 15 h. p. Bargain. W. S. McKinney, 204 Dearborn St., Chicago.

FOR SALE—Gas or gasoline, 12-h. p. engine; made by W. P. Callahan & Co., Dayton, Ohio. Nearly new. Reed-Bear Grain Co., Hicksville, Ohio.

FOR SALE—One 50-h. p. Foos special gas engine, in perfect condition, suitable for flour mill or other purposes. Address Brown & Varney, 311 Main St., Cincinnati, Ohio.

FOR SALE—White gasoline engine; capacity 10 h. p.; all attachments; good as new. Cost \$600 will sell for \$350. Address Western Autographic Register Co., St. Paul, Minn.

FOR SALE—One 35 h. p. Russell engine 300 R. P. M.; one 30 h. p. Russell engine 300 R. P. M., fly wheel 42" x 9", cylinder 8" x 10". Address The Iola Portland Cement Co. of Texas, Dallas, Texas.

FOR SALE—Slightly used engines of different makes, sizes 2 to 25 h. p. Have all been put in first-class shape and will sell cheap. Address Witte Iron Works Company, 526 West 5th St., Kansas City, Missouri.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

ONE INTERNATIONAL Harvester Co. gasoline engine for sale; 8 h. p., horizontal, stationary; been in use five months; fully guaranteed. Price \$300. Address J. A. Richardson, Nebraska City, Neb.

FAIRBANKS GASOLINE ENGINE for sale cheap, 28-h. p., has been run three years, good as new; reason for selling need more power; or will trade it for 40-h. p. steam engine and 50-h. p. boiler. Must be in first-class shape. Address W. H. Current, Indianola, Ill.

GRAIN DEALERS GASOLINE ENGINE is the latest improved gasoline engine on the market, specially designed for the grain trade. Send for circular and prices that defy competition.

DAVIS-JOHNSON CO.

9 S. Canal St. Chicago, Ill.

GASOLINE ENGINES FOR SALE  
 1 6 h. p. Alamo engine, complete with electric spark; used two years.  
 1 20 h. p. Olds engine, used 3 years.  
 1 25 h. p. Olds engine, used 4 years.  
 1 22 h. p. Foos engine, used 2 years.

ALLEN P. ELY & CO.,

OMAHA, NEBR.

**ENGINES WANTED.**

WANTED—Good, second hand, 30-h. p. tubular boiler and 20 to 25 h. p. steam engine. Address Reed-Bear Grain Co., Hicksville, Ohio.

**MISCELLANEOUS FOR SALE.**

FOR SALE

1—8 in. x 4 ft. Hess Snyder & Co., Friction clutch pulley. Good as new. M. E. Frazier, Seville, Ohio.

CARD INDEX CABINETS at a bargain. 6 dwr. Globe \$5.10; 9 dwr. Library Bureau \$9; 12 dwr. Yawman & Erbe, \$10.80. Good condition. Round rods. Address 504 Traders Bldg., Chicago, Ill.

SPECIAL BARGAINS—in brass grain testers; 1-25 h. p. gasoline engine, Lambert make; steam engines and boilers, shellers, cleaners, crushers, feed and attrition mills, dust collectors, separators and oat clippers. Write for circular and what you want. \*If we have not got it, know where we can get it. Address A. S. Garman & Sons, Akron, Ohio.

FOR SALE

Attrition mill, Foos No. 12, capacity 50 bushels per hour, new, cost \$248.00 will sell for \$148.00.

2 sifters, Nurdyke & Marmon, 30 bushels each, as good as new, will sell at a bargain.

50 h. p. Cooper engine, 60 h. p. boiler, good condition.

Address Chas. C. Hubbell, Mt. Vernon, Ohio.

FOR SALE

6 Odell roller mills double, 100 h. p. B. & W. water tube boiler,

4—½ ft. burr mill,

4 No. 2 Smith purifiers,

1 Centrifugal flour dressing machine,

28 elevator boots and heads with legs, belts and buckets complete,

1 pair Howe 60 bushel hopper scales,

2 flour packers,

126 iron pulleys, various sizes,

110 bevel and spear gears, various sizes. Lot of shafting, bearings, couplings, etc. All of above very cheap.

CHAS. F. SHERRIFF CO.,  
 11 Jackson Bldg. Pittsburg, Pa

**ENGINES AND BOILERS.**

FOR SALE—Cheap. One 3 h. p. gasoline engine, new. Two 7 h. p. gasoline engines, new. One 10 h. p. gasoline engine, second-hand. One 20 h. p. locomotive boiler, second-hand. Address The W. W. Sly Mfg. Co., Cor. Junction & Train, Cleveland, O.

**MISCELLANEOUS WANTED.**

NAMES WANTED of mills or jobbers who deal in COTTON SEED MEAL. Address Eastern, Box 4, Grain Dealers Journal, Chicago, Ill.

CIPHER CODE WANTED—I want a copy of Jennings' New England Telegraph cipher. Must be in good condition. Address Code, Box 4, Grain Dealers Journal, Chicago, Ill.

INFORMATION WANTED—As to the personnel of the Louisville Grain Co., Louisville, Ky. Are the Pickerells the same who ran the Southern Indiana Grain Co., at Sellersburg, Ind., several years ago? Address Easy Mark, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED—Definite information regarding the efforts of the railroads now being made to buy elevators along their right-of-way. As I understand it, the carriers are permitting a portion of the freight due on each shipment to be applied on the purchase. Any information will be treated confidentially. M. M. & Co., Box 5, Grain Dealers Journal, Chicago, Ill.

**MACHINES FOR SALE.**

FOR SALE—One Marseilles Universal Feed Grinder, in good order. Address C. C. Jones, Perrysville, Ohio.

FOR SALE AT A BARGAIN—One single power grain shovel, Clark Pattern; one double power grain shovel, Clark Pattern. Machinery Exchange Co., 1303 St. Louis Ave., Sta. A, Kansas City, Mo.

**SCALES FOR SALE.**

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U, Chicago, Ill.

**SEEDS WANTED.**

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

WANTED—Few cars new crop Orange and Amber Cane. Quote price sacked, delivered. Texas Seed & Floral Co., Dallas, Texas.

CLOVER SEED WANTED—Send samples of medium Alsike and Mammoth. Car lots or less. Name price. Address N. H. Adams & Son, Decorah, Iowa.

WE ARE in the market for red and white cob corn for seed purposes. Mail samples and prices. We are also headquarters for grass and field seeds, and samples with prices are gladly mailed on application. L. Teweles & Co., Seed Merchants, Milwaukee, Wis.

**HAY WANTED.**

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

**TO BUY  
 SELL  
 RENT or  
 LEASE an  
 ELEVATOR**

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

## SEEDS FOR SALE.

ALFALFA SEED. Beardless barley. Address J. E. Wing & Bros., Mechanicsburg, Ohio.

HUNGARIAN Seed for sale. Write for samples and prices. Address C. E. Nichols & Co., Lowell, Ind.

PURE MACARONI seed, wheat and Odessa flax for sale. Address P. G. Tozier, Fargo, North Dakota.

LEAMING SEED CORN—My circular tells you all about it. Address Leigh F. Maxcy, R. 1., Curran, Ill.

KAFFIR CORN, MILLET AND CANE a specialty. Write for prices. J. G. Peppard, Kansas City, Mo.

FOR SALE—First-class clover seed and pure bred Leaming seed corn. Address L. F. Stoecker, Peoria, Ill.

SEEDS FOR SALE—Red, White and Alsike clover seed. Write for bargains. Milwaukee Produce Co., Milwaukee, Wis.

### SEED OATS.

Write Moberley & Co., of Windsor, Ill., at once for prices on good clean Seed Oats.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

RECLEANED HOME grown timothy seed and German millet seed for sale. Address J. A. Carden, Central Elevator, Winfield, Iowa.

SEED CORN for sale. Guaranteed to grow where any corn will grow. Write for catalog. Address W. W. Van Sant & Sons, Box 36, Farragut, Iowa.

FIRST CLASS JOHNSON GRASS SEED for sale. Samples and prices on request. Address Lambertson Mill & Grain Co., Brownwood, Texas.

SEED CORN pure bred, fire dried; shipped in the ear or shelled. Send for catalog and booklet. Address R. S. Stall & Co., Thornton, Boone Co., Ind.

GOOD SEED OATS for sale about 1,000 bushels cut before September frost; clean and free from all foul seeds. Address Buffalo Ranch, Regina, Man.

WESTERN HEADQUARTERS for Alfalfa, Clover, Timothy, Millet, Sorghum and Kaffir Corn. Write for prices. Missouri Seed Co., Kansas City, Mo.

### SEEDS BOUGHT AND SOLD.

Clover, Timothy, Alfalfa and Millet seed bought and sold in any quantity. Send samples or orders to B. F. Adams, Peoria, Ill.

BLUE STEM WHEAT, macaroni wheat, barley, oats, flax, and yellow dent corn. All Minnesota grown; selected and handled especially for seed. Samples and prices to the trade on application. Address St. John Grain Co., Heron Lake, Minn.

### DWARF ESSEX RAPE.

Let us know how much you want. We will send you sample and make our best price delivered your station; also Pure Seed Flax, Fancy Timothy and Field Seeds of all kinds. Medium, Alsike, Mammoth Clover, etc. Address N. H. Adams & Son, Decorah, Iowa.

## SEEDS FOR SALE.

REID'S Yellow Dent seed corn, Silver mine oats, choice clover and timothy seed for sale. Fred McCulloch, Hartwick, Ia.

FOR SALE—Early Iowa Wheat, New Lincoln and Silver Mine seed oats. Send for samples and prices. Address Bert Fry, Plainfield, Iowa.

RED, WHITE ALSIKE and ALFALFA CLOVERS and MEADOW FESCUE for sale in car lots or less. Address S. G. Courteen, Seed Merchant, Milwaukee, Wis.

WE ARE buyers and sellers of Clovers, Timothy, Hungarian, Millet, Blue Grass, Red Top and other Field Seeds. Correspondence solicited. Address THE ILLINOIS SEED CO., Chicago, Ill.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

KANSAS SEED HOUSE, F. Barteldes & Co., Lawrence, Kansas, are headquarters for ALFALFA, BROME GRASS, ENGLISH BLUE GRASS, CANE SEED, KAFFIR CORN, RUSSIAN SPELTZ, MACARONI WHEAT, DWARF ESSEX RAPE, OKLAHOMA DWARF and other BROOM CORNS, KHERSON OATS and all other FIELD, FARM and GARDEN SEEDS. Ask NOW for quotations.

## SEED POTATOES.

PURE EARLY Ohio potatoes and Siberian Millet for sale, by carload. H. C. Bockoven, Clark, South Dakota.

## GRAIN FOR SALE.

MIXED CARS a specialty—flour, feed, rye, oats & corn. Send along your orders. Goshen Milling Co., Goshen, Ind.

## GRAIN WANTED.

CORRESPONDENTS SOLICITED. GRAIN—HAY—FEEDSTUFFS. Cantelou Bros., Wholesale Brokers, Montgomery, Ala.

MILLING BUCKWHEAT wanted. Send samples and we will make prompt offers. T. G. White Cereal Co., Cedar Rapids, Ia.

HOT AND DAMAGED CORN of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

PURE white corn wanted. Must be dry and free from yellow. Send average sample and get bid. Address Buffalo Cereal Co., Buffalo, N. Y.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

WANTED—To hear from local elevator men (Western and Eastern) who have grain and hay; also manufacturers of mill feed as we are always in the market for the above. Send samples with best offer. If in the west give your rate to Philadelphia and New York. Address Fickes Grain & Feed Co., Newville, Pa.

## CIFER CODES

We carry the following cifer codes in stock and can make prompt delivery.

Robinson's Cifer Code, cloth	\$1.50
Hay and Grain Cifer Code	1.00
A. B. C. Code, 5th Edition	7.00
Baltimore Export Cable Code	8.00
Companion Cable Code	5.00
Riverside Code, 5th Edition	3.00
U. S. Cifer Code	3.00
Revised Economy Code	5.00
Stewarts International Code	.25

For any of the above, address  
GRAIN DEALERS COMPANY,  
255 LA SALLE ST., CHICAGO, ILL.

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for our price list. It will convince you that this is the place from which to buy your bags. Just say, "Send price list." We'll know what's wanted.  
MILWAUKEE BAG CO. Milwaukee, Wis.



## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and <sup>50</sup>/<sub>100</sub> Dollars (\$1.50) for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

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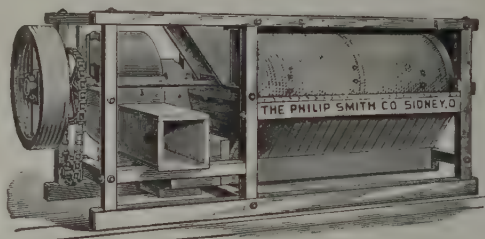
Capacity of Elevator.....

bus.

State.....



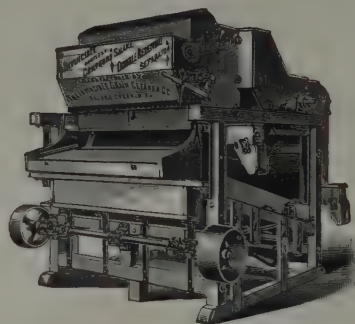
We have been manufacturing this Cleaner for twenty years, and never had a complaint on same.



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When you want a separator for your mill or elevator, get an—

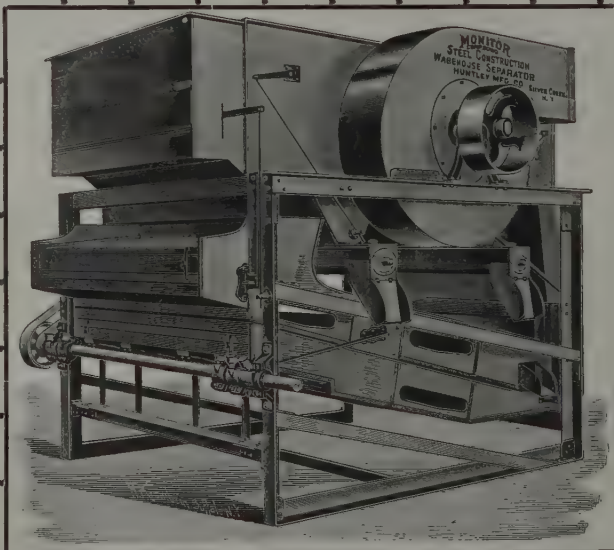
## INVINCIBLE

then you know that you have the best. There is none better. We build them in all sizes and can fit them with our brush cleaner under the cockle or main screen when desired. Write for prices.

### Invincible Grain Cleaner Co. SILVER CREEK, N. Y.

Represented by  
Geo. J. Noth . . . . . 501-502 Traders Bldg., Chicago, Ill.  
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J. N. Bacon . . . . . Balcherne Block, Indianapolis, Ind.

N. W. Representatives:  
Strong & Northway Mfg. Co. . . . . Minneapolis, Minn.



### The Monitor Steel Constructed

## WAREHOUSE SEPARATOR

has ALL the advantages of our regular separators with the added advantage of being built entirely of steel and iron.

Built in 5 sizes with capacities, wheat, from 450 to 4000 bushels per hour.

Send for special circular descriptive of this machine.

We build oat clippers of all steel construction.

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## GRAIN DEALERS JOURNAL

Published on the  
10th and 25th of Each Month  
by the

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CHARLES S. CLARK,  
Manager.

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#### The Advertising

value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

#### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as  
Second-Class Matter.

CHICAGO, ILL., MARCH 25, 1906.

THE declining market seems to have discouraged shipments and speculation.

DUST explosions have never been known to destroy a plant which was kept clean.

BY picking out bad ears as your corn goes to the sheller you insure your shipments a higher grade and price.

AS THE balmy spring zephyrs drive Jack Frost from your scale pit, test scales frequently, lest you unintentionally short weight sellers.

DO YOU propose to build a new elevator? Then start the work before spring building sets in. It may save you much worry and some money.

IT IS an easy matter to elevate ear corn to the top of your elevator or highest crib, but if you drop it very far you will soon do more damage than slanting spouts will cost.

THE careful, conscientious preparation of grain for market will always win a good price if consigned, but a plugged load will bring a heavy loss and an unsavory reputation.

NO dealer who expects to continue in the grain business can afford either to refuse to arbitrate a trade difference or to abide by the decision of an arbitration committee. Some of his patrons are sure to learn of it, and it will often injure his business more than the amount in dispute.

SELLING grain subject to destination weights and grades without knowing whether destination is to be an organized market or an interior switch is an aimless folly which is sure to prove very expensive.

MILLERS at St. Louis and Kansas City, as well as the grain dealers, have found occasion quite frequently of late to pay their compliments to the politicians running the state inspection department.

THE SHIPPER who kicks when his plugged load is settled for at the bottom of the market may attract the attention of other members of the trade, but he will never succeed in gaining their sympathy or support.

WHEN your experience fits you to help a brother dealer seeking information through our "Asked and Answered" columns, let us hear from you. The day may come when you will seek information and he will reciprocate.

APEAL to your representatives in the U. S. senate to support the Hepburn-Dolliver bill without amendment. Discrimination and favoritism must be stopped, else will the man of small means be forever barred from engaging in the shipping business with any chance for success. Do it NOW.

THE U. S. mails will no longer be burdened with trashy stuff called by courtesy "seeds." The Government will save \$250,000 a year and a long suffering people will no longer waste valuable time and labor in a vain effort to raise pink peas from sunflower seeds. This old graft will thrive no more. We are improving.

THE U. S. Senate is still striving earnestly to defeat the Hepburn-Dolliver bill and permit a continuation of rebates, discriminations and privileges. If you need the same rates other shippers get in order to continue in business, tell your Senators to support the bill. Do not procrastinate until your indignation is set on fire by the killing of the bill.

ELEVATION charges are very helpful to recipients, but serve as a great handicap to those not so favored in the terminal markets. If it is fair to grant this rebate to terminal elevator men to whom carrier takes care for unloading, how much more is the country elevator man who originates the freight entitled to a loading fee. How many shippers are so favored?

GRAIN BUYERS who have spent many years and much money gaining experience in the business can not afford to rent experience to growers who are determined to drive him out of business. Rent or sell the house. Let them pay for experience as other dealers have. Use your experience for the promotion of your own business interests elsewhere.

REARRANGEMENT of Chicago's freight yards is doing much to facilitate the prompt transfer of grain from one part of the city to another, but much more improvement is still possible and will be made as the trade demands it. Improved terminal facilities should prove much cheaper than enough cars to warehouse the freight during the snail-like movements of transferring.

RAILROADS are now guarding shippers' grain in cars at terminals, but not as carefully as the property merits. When every grain shipper uses a private seal and cars are inspected by disinterested parties before being broken open at terminals, it will be so easy to prove losses in transit that carriers will double the guards at terminals and junction points out of consideration for their exchequers.

THE growing activity of town and city authorities in the prosecution of bucket-shop keepers is indeed gratifying to every lover of a fair deal. These fakirs have robbed so many grain dealers, who have been inveigled into placing bets with them, that the grain trade will be especially favored by the driving out of all bucket shops. Ohio cities in particular are waging local war on these betting shops.

CARELESSNESS in the making of contracts for the delivery of grain is responsible for more honest differences and disputes than all other causes combined. If all track buyers would use uniform forms of confirmation in which space was left for all common conditions governing trades, fewer misunderstandings would arise and most of them would be discovered before it is too late to correct without loss.

PUBLICITY is the surest and quickest cure for dealers afflicted with a mania for indulging in sharp practice. Although it will always discourage and handicap the sharpers, it will not protect those who think they are too busy to read their trade journal. Some of the millers' associations keep a list of brokers guilty of uncommercial conduct for the benefit of members who may wish to consult it. The grain dealers' associations can do as much and with profit to the trade.

COUNTRY market agitators do more to fill grain growers with discontent and dissatisfaction with existing prices than dealers who combine to secure extortionate profits, principally because it is difficult for the farmer to believe that any grain buyer is willing to pay from 1 to 5 cents for the nerve-racking privilege of handling his grain. Dealers who are able to restrain their greedy desire to handle all grain marketed at their station and pay only what is justified by central market prices plus freight, running expenses and a reasonable margin, have the respect and confidence of their farmer patrons.



CONFIDENTIAL communications to members of grain dealers ass'ns posting them on dealers who have refused to abide by their contracts or arbitrate differences shud be kept private. Other dealers desiring such information can obtain it regularly by joining the ass'n. Do not let them share in all the benefits unless willing to bear their proportion of the expenses of the organization.

CAN you afford to minimize the cause of arbitration and fair dealing by dealing with a firm who refuses to arbitrate a trade difference or abide by the decision of an arbitration comite? Think it over carefully and you will decide that in the interests of your own business and a square deal for all you must decline to trade with any firm known to take unfair advantages. If all will do so tricksters will soon seek other lines of trade.

THE PAST winter's experience has forced a number of operators of country elevators to resolve never hereafter to fill their elevators so full of corn that they have not room to re-elevate and cool the grain. It is well for every elevator operator to keep on hand one empty bin to facilitate the turning over of heating grain. Some who have sacrificed several thousand bushels to a full house this season are very likely to keep one empty bin for several seasons at least.

SWITCHING charges at different terminals are being revoked by the railroad companies as the result of vigorous and persistent agitation on the part of receivers of Chicago and St. Louis. Too many unfair charges are levied upon shipments passing thru some markets and for that matter every junction, point where grain is transferred from one road to another. Shippers can, thru their organizations, greatly reduce taxes of this character which are levied upon their business. It will be absolutely necessary for them, however, to work together. Resolutions serve to express their sentiments, but seldom have the effect of reforming a purely revenue measure of the grain carriers.

SO MANY old terminal elevators have been put out of business by the changes in the dimensions of grain cars that new huses are being provided with commodious receiving sheds adjoining the elevator, so that the receiving capacity is greatly increased. Thru the provision of more and very large receiving sinks, the bins can be built lower without interfering with the workmen on the first floor and will never need to be raised ten feet, as was done at Rock Island B, Chicago, to admit large cars. It will be simple and inexpensive to build a new receiving shed shud time bring us grain cars of different style or size. Then, too, the fire hazard will be reduced, as no car or locomotive will ever enter the elevator proper.

GERMINATING boxes are now being installed in the offices of many country elevator men where farmers can learn how to test their seed corn and determine what percentage of it will grow before putting it in the ground. In many sections of the country corn contained considerable moisture when caught by frost last fall, and germinating tests show that much of it was so badly injured as to make it worthless for planting.

CONCRETE boot tanks and receiving sinks, when so constructed as to be impervious to water, are preferable to any other material, but it is far better also to have the entire basement cement lined, then it can be washed with lye water when weevil get too numerous and thoroughly cleaned with comparative ease. Builders who have had experience in installing concrete boot tanks and pits say no trouble will be experienced if the proper mixture of good materials is used and they are so installed as not to be cracked by the pressure from above. If you have had experience in this line, let us know of it.

#### INTEREST ON ADVANCES.

Interest has long been charged on advances made by receivers of New York, Buffalo, Toledo, Milwaukee and some other markets, so Chicago's new rule complained of in this number cannot be considered a revolution.

The commission man is the agent of the shipper and responsible to him for the grain. If he must go out and borrow money for his employer the employer should expect to pay the interest, at least until the agent or commission man is able to obtain official weights on the contents of car, which are necessary for him to have before he can collect money from the buyer.

The rule does not contemplate that the commission man shall charge interest until he remits the balance due, as that would be likely to encourage some commission men to be very dilatory in forwarding account sales and remitting the balance due. The commission man is not the buyer of the grain, but acts under instructions from and in the interest of the shipper. If he be underpaid or burdened with charges incident to the business which will absorb so much of his commission as not to leave him a living margin, then he may be expected to indulge in speculation, of which a correspondent in this number complains.

The underpaid, overworked agent of any one, be he shipper or receiver, cannot be expected to look after the interests of his principal as carefully or as conscientiously as the man who is so well paid as to be able to give his entire time to the business, and not find it necessary to take on side lines like speculation in order to gain a living.

#### ACCIDENTS IN ELEVATORS.

In the news columns of this number are recited details of several distressing accidents in grain elevators recently. In one case an elevator employe's clothing was caught on shafting and he was so badly injured that hope of his living was abandoned. An Iowa elevator owner was caught in a pulley and badly injured. A Nebraska man fell on a grain conveyor belt but succeeded in throwing himself off into a bin. In each case the men were badly injured.

Each accident could have been prevented had guards been placed about the dangerous machines, and this too without much expense. Set screws on shafting and unprotected pulleys in narrow passageways are credited with the taking of many lives every year, yet some persons seem willing to run the risk even tho the guarding of such life-traps is simple and inexpensive.

DOCKING receipts to allow for future shrinkage cannot be defended by any honest argument. The plea that the country buyer docks his receipts in no wise justifies the terminal elevator men doing likewise, and we doubt if any country buyer who does dock his receipts would attempt to justify such action. Docking receipts on account of dirt and foreign matter contained is quite a different matter from docking to allow for future shrinkage in handling.

#### GRAIN SHIPPERS CLAIMS AGAINST RAILROADS.

The Railroad Claims Committee of the Iowa Grain Dealers Ass'n is collecting evidence from members regarding railroad claims which have been refused in hope of assisting them to a clearer understanding of how to prepare a claim to receive prompt and favorable consideration from the railroads, as well as to press payment of just claims which the railroads have turned down.

No doubt the grain trade offers a wide field for educational work along the proper method of proving claims. Carriers are averse to allowing claims without the evidence supporting them is reliable and undeniable. The unsupported statement of the claimant is seldom enuf to secure even recognition. In this work alone can every ass'n find ample opportunity for promoting the common interests of its members.

It is estimated that not more than 10 per cent of the claims filed by country shippers are paid by the carriers and oftentimes when claims are just and well presented carriers will delay consideration until the shipper is exhausted and gives up in despair. There should be a quick and sure remedy for the collection of just claims and no doubt if sufficient influence

is brought to bear upon the railroads and especially the claim departments, the railroads will receive such claims with a different feeling.

Many fair-minded claim agents have puzzled their heads over half-proved claims until they have a natural aversion for all claims sent in by country grain shippers. The more light there is on the proper method of preparing claims for presentation as well as upon methods of the claim departments in considering such claims, the greater relief will it bring to the average shipper and to the claim agent.

## UNIFORM TRADE RULES.

Every man of any experience in the grain business readily recognizes the great advantages to be derived thru uniformity of rules governing different trade transactions. For years the cause of uniform inspection rules has been commended far and wide. Uniform forms of bills of lading, bids for grain and confirmation of purchase have found active champions in different sections of the country.

Six years ago the Grain Dealers National Ass'n brought forth a demand for uniformity in methods and practices in the trade throughout different sections of the country. Following this agitation it adopted, at its great mass meeting at Des Moines, trade rules which have never received the full credit merited by them, principally because no effort was ever made to secure their general adoption by the grain exchanges of the different sections of the country.

No one has denied the practicability or the desirability of having uniform rules governing grain trade transactions in the different markets and for that matter throughout the land. Not only does it simplify the business, but it robs tricksters and sharpers of many opportunities to take advantage of persons not posted on the rules governing the trade in every section of the country. For a time the Association's rules were almost lost sight of, but recently the old rules have been revised and additional rules adopted. This new draft is being sent to the different grain exchanges of the country in hope of inducing them to join in the movement to secure uniform rules for the entire trade.

If the business were controlled absolutely by one set of rules it would be a comparatively easy matter for the grain dealers of this country to familiarize themselves with these rules. Then, too, if they knew that one set of rules governed trade transactions everywhere, every dealer would be supplied with a set of these rules for ready reference. After being adopted by all grain exchanges and assn's these rules would be recognized as the law of the trade. The present multiplicity of rules are so contradictory and confusing that no dealer is capable of mastering them all.

What we need is uniformity, simplicity and clearness. Then will the work of the arbitration committees of the different assn's be simplified and minimized, and the opportunities for disputes and differences will also be reduced. If the National Ass'n succeeds in bringing about the general adoption of uniform rules it

will surely have performed one of its greatest labors for the trade, a work in which every one identified with the trade can well afford to use his most earnest effort, to bring about its successful issue.

## A RECIPROCAL DEMURRAGE FINE.

Reciprocal demurrage is proving very beneficial in some sections of the country where laws of this character are rigidly enforced, and from what we learn, the enforcement of the law has a tendency to encourage railroad companies to have a much higher regard for the rights of would-be shippers thereafter.

The latest offender to get into trouble by reason of its dereliction in supplying cars is the Louisiana Western, which has just been ordered to pay a fine of \$500 by the Louisiana Railroad Commission for its refusal to pay a shipper \$68.00 reciprocal demurrage charges which accrued under the rules of the Commission by reason of the railroad company's failing to furnish cars to shipper during November and December.

Long live the cause of reciprocal demurrage! It is destined to and, if rigidly enforced, will secure for both carrier and shipper a square deal. Its requirements are equitable and fair. Carriers must bring themselves to believe that shippers, other than those of the privileged class, are entitled to consideration. The stronger the stand made by the shippers for what is rightly due them, the sooner will all be treated alike.

## LIABILITY OF TELEGRAPH CO.

Elsewhere in this number is the query of an Illinois grain shipper who, having suffered loss thru the error of a telegraph company, is now denied payment of damages by the company because he did not pay for repetition of the message.

The courts have decided time and again that telegraph companies cannot escape liability for their own negligence, thru forcing unreasonable conditions upon patrons by printing rules on the back of telegraph blanks. Had the sender of the message entered into a written agreement with the telegraph company in which he was a voluntary participant, then the company might be able to escape its liability. The courts have denied railroads, telegraph companies, express companies and other common carriers time without number, the right to force unreasonable regulations upon patrons.

Many times in the past have we published decisions holding them responsible for errors for which they were clearly to blame, in defiance of their self-established rule refusing to assume liability without payment for repetition of a message. Perusal of files of back numbers of the Grain Dealers Journal will bring to light decisions along this line. If any of our readers know of other decisions in which the same points are involved we would appreciate it very much if they would kindly inform us of them.

This requirement on the back of telegraph blanks is about as useless as the statement printed on railroad tickets to the effect "Good on day of purchase only." Every railroad company recognizes that it must either return the money or accept the ticket for passenger's transportation. This of course would not apply to excursion tickets sold at a reduced rate, by reason of the limitation of the period for which they are good.

## ADMITS LIABILITY FOR DESTRUCTION OF ELEVATOR.

Owners of grain elevators located on railroad right of way have long looked with displeasure upon the determined efforts of railroad companies to escape liability for damages to elevator property resulting from fires caused by sparks emitted by passing locomotives. Not only have the railroad companies refused to pay damages known to have been caused by sparks from their locomotives, but they have fought suits brought for collection of damages to courts of last resort. In some cases they have also sought to escape liability for damages, resulting from similar fires, to elevators located on private ground.

One case of this character has just been settled out of court by the payment of part of the damages claimed. On Oct. 21st, '03, J. N. Hairgrove's elevator at Carlinville, Ill., which was on private ground, was destroyed by a fire started by locomotive sparks alighting in the grass on railroad right of way nearby. The loss amounted to \$4,200. Mr. Hairgrove and the Grain Dealers National Mutual Fire Ins. Co., which had a policy for \$1,200 on the property, joined in a suit against the C. & A. R. R. The suit was postponed from time to time until finally the railroad company offered to compromise for \$1,200. The plaintiffs, rather than fight the case to the last resort, thought it the part of wisdom to accept the offer while the expenses were low, hence the settlement.

Some railroads make an earnest effort to reduce the danger to property adjoining the tracks by providing spark arresters, but others give no heed to the rights of owners of adjoining property. If more elevator owners, whose property is sacrificed to railroad companies' carelessness would bring suit for damages resulting from such fires, greater care would be exercised.

The elevator owner who is so fortunate as to have his house built on his own ground is not handicapped in his collection of damages by a clause in the lease releasing railroad companies from liability for damages to any building which may be erected upon the ground by the lessee.

Many other suits of similar character are pending, but it is doubtful if elevator owners attempt to collect for more than one in twenty-five of those burned by sparks from locomotives. Suit has been begun to collect damages for the loss caused in the destruction of Ireton Bros. elevator at Van Wert, O. With more suits of this character the railroads may be induced to give consideration to the rights of the elevator man's property.

IF THE friends of the railroads in the United States Senate are so firmly convinced that the proposed law is unconstitutional, why in the world don't they withdraw their objections and help to have it inscribed with the federal statutes? In no other way could they more easily promote the cause of the railroads, which they seem to be representing. The experiences of shippers who have sought relief from discrimination before the interstate commerce commission and the numerous courts having jurisdiction over decisions of the commissioners have learned from experience that it is impossible to obtain justice from the present arrangement, which the friends of the railroads are trying to perpetuate.



## Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

### LIABILITY OF TELEGRAPH COMPANY FOR ERRORS?

*Grain Dealers Journal:* We would like to find out thru the Asked and Answered column what have been the decisions of the courts in regard to the telegraph companies being liable for damages which occur thru their errors in transmitting a message that was not repeated. We thank any reader of the Journal who will answer thru its columns.—M. & Co.

### BEST CONSTRUCTION OF ELEVATOR LEG.

*Grain Dealers Journal:*—In reply to J. B. Jones in the last number of the Journal regarding how an elevator leg should be constructed, as to whether screenings should be thrown into the down or the up leg and how the settling of the house is to be overcome, we should say that a leg put in a house of cribbing construction would be somewhat different from the kind of leg in the smaller country elevators. In reference to overcoming friction and reducing fire hazard we would say that the very best way to overcome this is for the elevator man to employ competent help so that he may keep the shafting and bearings always in line.—Barnard & Leas Mfg. Co., Moline, Ill.

### ATTACHMENT ON CAR SHIPPED ORDER?

*Grain Dealers Journal:* Will some reader of the Journal please let us know thru Asked and Answered column if a car billed to order, the B/L being attached to draft, the draft being deposited in the bank as cash, can be attached for a real or imaginary claim of some one at destination.—C. W. P.

*Grain Dealers Journal:* The inquiry of C. W. P. is made without reference to locality, and hence the answer is made upon the law as it is apart from statutes of particular states which may affect a specific case and which must always be considered in its determination.

By a well established custom the B/L is quasi-negotiable and a symbol of the property described therein. The assignment of it by the owner of the goods—in whatever manner sufficient in law—passes the title to the goods, so that thereafter any interference therewith by attempted legal process or otherwise, makes him liable to the assignee.

This is the law without statutory enactment and in very many of the states statutes to this effect have been passed. See Vol. 4 Ency. of Law 545, 6, 7, 8; First Nat. Bank of Pullman v. Northern P. R. Co., 68 Pac. Rep. 965; Wigton v. Bowley at etl, 130 Mass. 252.

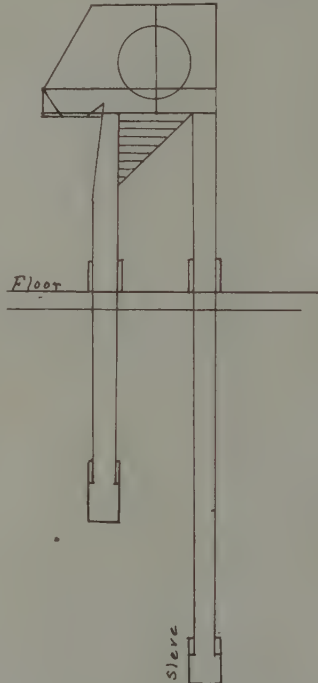
The Georgia case cited in answer to the inquiry, on page 157 of the Journal Feb. 10, is based upon a statute of that state and is in harmony with the general law. The corn was in the constructive [in law] possession of the bank though in the physical possession of the carrier. The levy upon it and the sale under attachment proceedings was an unlawful

invasion of the bank's property acquired under the assignment for which a cause of action lay. Farmers & Traders Nat. Bank of Covington, Ky., v. Allen-Holmes Co., 49 S. E. Rep. 816.

With no local laws affecting it, the law as above stated applies to the inquirer's case, and the car cannot legally be attached as threatened.—C. B. Hirtzel, of the Chicago bar.

### PROPER CONSTRUCTION OF ELEVATOR LEG.

*Grain Dealers Journal:*—I notice in the Journal of Mar. 10 a query asking, What is the best construction of elevator legs? My experience has been to build the up



leg plumb and make discharge on down leg at least 6 inches below bottom of pulley. Reduce filling from 12 to 8 inches so buckets just clear as they pass down. Then hopper discharge to turn head and no grain will fall into the down leg. Build down leg curve of belt as it hangs from upper pulley to boot pulley. The screenings that fall from cups passing over pulley should go into down leg. When they fall down the up leg the belt has a tendency to lift them under pulley and clog. This causes fire. To construct legs so as to overcome the settling of house, fasten the legs in floor, then make them sleeve spouts between floors, thus the head shaft and elevator head settle alike and cause no fire or friction. Use large head shafts and long bearings to minimize friction, fire and loss of power.—Respectfully, A. H. Richner, Crawfordsville, Ind.

### PREMATURE EXPLOSIONS IN GAS ENGINE.

*Grain Dealers Journal:* At times we have a great deal of trouble in starting our gas engine. We also have trouble in getting it to run with an even motion. It does not seem to make the explosion at the proper time and thus works against

itself. Will some reader of the Journal please explain this trouble?—C. W. Morgan & Sons, Osceola, Pa.

### CONCRETE PIT FOR DUMP?

*Grain Dealers Journal:* I am thinking of making a concrete pit to dump grain into from wagons before elevating to bins above.

Would the readers of the Journal recommend a lower dump bin made of concrete?—Clem W. Robinson, Silver Creek, Ohio.

Ans.: Builders who have put in concrete pits and in fact concrete foundations for grain elevators, inform us that if the concrete is properly formed, no trouble will be experienced with water. It will be necessary to make the mixture very rich in cement near the outside and inside surfaces, so as to close the pores and keep the water out.

### FOUND RELIEF FROM RATS AND WATER IN BOOTS.

*Grain Dealers Journal:*—Wish to answer question asked in last issue of Journal in regard to cement elevator boots for protection against rats and high water. We have a boot pit that does away with this trouble. It is laid up with brick, then cemented on inside with good cement. We have had no trouble with either rats or water since doing this.—Yours truly, E. R. Barnthouse, Morral, O.

### BRICK AND CEMENT PIT FAILED TO KEEP OUT WATER.

*Grain Dealers Journal:*—In reply to the Howe Grain & Mercantile Co.'s request for experience with cement elevator boot pits, in the Journal for Mar. 10, page 277, I would say that I have had a good bit of experience in that line.

I can keep rats out by using brick and cementing over them, but in no other way; but to keep out water I have utterly failed. I used Louisville cement first, and that was a failure. I next tried brick laid in cement and used Portland cement, and it all has failed so far. If there is any way to do it I would like to know.—John McClune, Carlton, Kan.

### STEEL BOOT TANKS WILL KEEP OUT WATER.

*Grain Dealers Journal:*—I note inquiry relating to using cement for a waterproof lining for boot pit. With 20 years of continuous experience I have found only one remedy for water and rats that is absolutely sure and satisfactory under any and all conditions and will last. Put in an iron casing or pan of light boiler steel or iron, well painted on outside with pitch, to preserve from rust. Size will depend upon your house, but for ordinary elevators 16 ft. long, 7 ft. wide top; 5x5 ft. bottom.

It is a good idea to put a grout foundation of about 4 inches under pan if you have a heavy leg standing with full weight supported by bottom of pan as an uneven bearing might spring the iron and cause a leak. If you have surface water have pan extend enough above level of ground to avoid this difficulty. I may add that all waste grain in a pan can be saved as there will be no moisture there. It will always be perfectly dry. I will guarantee this plan never to fail.

I also note an inquiry for a leg construction. To give Mr. Jones an opinion without knowing size, conditions, and for what used, speed, etc., is impossible, but if he will write the particulars will be pleased to help him out of his difficulty.—A. C. Carroll, Jackson, Nebr.

## CEMENT PITS WILL NOT KEEP OUT WATER.

*Grain Dealers Journal:*—We note request in the "Asked & Answered" of your last issue for information covering cement or concrete pits for elevator boots. We also notice that F. S. Hanley of Elmwood, O., reports keeping water and rats out by using concrete work. We can readily believe the "rat" proposition, but it is an utter impossibility to keep water out of a hole in the ground by using cement. Every one knows that cement is porous, and water under any kind of pressure, or none at all, will seep thru it.

We have seen this tried a great many times and it has always failed. As an example, in cementing a circular cistern. Will this hold water? It will not, unless the pores of the cement are thoroly filled with pure cement. This is done by brushing it over with clear cement and water mixed. If you could do this on the outside walls of your pit it would keep the water out. You could perhaps arrange to do this on the sides, but it cannot be done on the bottom, therefore water will go thru. This is our experience, and the experience of others from whom we have made inquiries. We believe if Mr. Hanley kept water out with cement or concrete there was no water there to begin with. If any one can advise us how this could be done, we would greatly appreciate it.—Yours very truly, J. F. Younglove, Mason City, Ia.

## PROPER CONSTRUCTION OF ELEVATOR LEG.

*Grain Dealers Journal:*—Herewith is a tracing showing the way we build elevator legs. We do not know as we can say very much in explanation, but we can give our opinion.

In regard to screenings falling to the down or up leg, there will be no screenings go down either leg if the head is properly built and the head pulley has the right speed. The sketch is on a  $\frac{1}{2}$ -inch scale. Basing the size of the head pulley on 36 inches, this shud have a speed of 35 revolutions per minute. The bottom of the receiving hopper shud be the right distance below the cups as they empty.

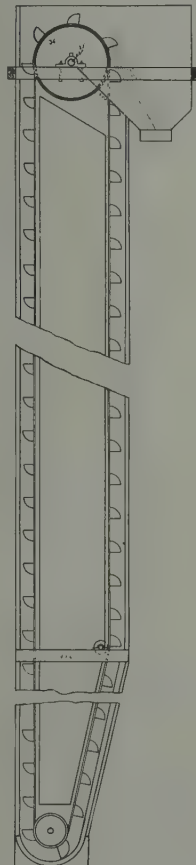
You will note by the dotted lines from the receiving hopper to the line shaft that the angle is 45 degrees, and with this size pulley and the speed given, the grain will fall directly into the receiving hopper, and the cup immediately below the one emptying will prevent any scattering grain from falling down the back leg.

Also note the idler in the down leg near the bottom, this is placed about on a line with the alley floor or if this is nearer the boot than common, we place it up from the floor in order to give it the desired distance. We claim that this is a very desirable feature in elevator legs. This, as you will note, brings both legs plumb until they reach this point. The idler is 6 inches in diameter, and of the length to accommodate the belt. The belt coming against the idler will turn same. The object in this is to have the cups on both legs as near plumb as possible, and as near the leg casing as possible; this prevents sagging out or scraping on the down leg, and by building the leg larger at the top of the short angle, as is shown, there will be no trouble, noise or friction. We believe we are the only ones using this method in country elevators.

We would never advise telescoping a leg to overcome settling. They are built solid, and are self-sustaining from the pit to the head. It is necessary, of course,

to leave room between the head and the cupola roof for all settling that may occur.

With the adjustment in the boot nearly, if not all of the stretch of the belt can be taken up. On the other hand, if you telescope the leg, the head will settle with the house; this together with the stretching of the belt, it is only a matter of a short time until the cups will drag on the bottom of the boot. It is quite a job to cut the belt and re-lace it. It cannot be done at all unless the operator has a belt stretcher, and a great many times they will not think of it. The consequence is that when the cups drag on the bottom of the boot there is a choke-up. The head pulley will slip causing friction and sometimes a fire.



Another advantage in having a solid leg. The drive is usually from the line shaft which is fastened to some solid part of the building under the alley floor, and the settling of the house will not interfere with the drive, whereas, if it is telescoped, the drive, if chain, will become too long and slip from the sprocket, which is liable to break the chain or cause other trouble. If it is a rope drive, however, it will not matter, but if a belt drive, it will have to be shortened to correspond with the cup belt.

Naturally the elevator head in the cupola shud be braced in any event to prevent the belt from crawling side-ways, causing friction and wasting power. The pulling on the head shaft from the drive has a tendency to settle, thus throwing the head pulley out of level. The cup

belt will always go to the low side, but this is easily overcome, if it shud happen, by the operator raising the bearing on that side so that the belt will run evenly and in the center of the leg.

You will find a good deal of the fault in elevators where there is trouble in the discharge is owing to the fact that the throat of the receiving hopper is too high, and the cups will not empty. If this is the case, it is cut off too soon and the grain will go down the back leg. This is sometimes caused thru inexperience and other times it is raised to get more room for the distributor in the cupola.

We also place a pitch board between the legs leading to the down leg so, if for any reason, there is a scattering of grain it will go down the back leg where it belongs.—Yours very truly, Younglove Construction Co., Mason City, Ia.

## HOW MUCH GASOLINE IS NEEDED?

*Grain Dealers Journal:*—Will some brother dealer kindly tell me, thru the "Asked and Answered" columns of the Grain Dealers Journal, the approximate amount of gasoline required to produce each horse power per hour with a gasoline engine? Does the amount of gasoline needed to produce a horse power per hour decrease as the size of the engine is increased? I am of the opinion that a small engine takes a larger amount of gasoline per horse power per hour than a large engine, but would like very much to know the experience of other users. I am also convinced that there is a wide difference in the amount of gasoline consumed by the different makes of engines in the production of the same amount of power.

Trusting that experienced users will give me their opinions thru the Journal and thanking them for same, I am, Very truly, D. E. McBride, Mountain View, O. T.

[We have received the following replies to Mr. McBride's query and hope to have the views of every grain dealer who has given this subject serious consideration.—Ed.]

## $\frac{1}{2}$ TO $1\frac{1}{4}$ GALLONS PER H. P.

*Grain Dealers Journal:*—It requires from  $\frac{1}{2}$  gallon to  $1\frac{1}{4}$  gallons of gasoline to produce 1 H. P. on an internal combustion engine. The amount of gasoline needed to produce a H. P. decreases as the size of the engine increases. The same result is not obtainable from the various makes of engines, in fact some engines require twice the amount to obtain the same result as do other engines. Very truly yours, York Foundry & Engine Works, York, Nebr.

## SEVERAL POINTS MERIT CONSIDERATION.

*Grain Dealers Journal:*—Several points should be taken into consideration in a determination of gasoline consumption—the quality of gasoline used, the load which the engine is carrying and the atmospheric conditions. Gasoline of low gravity test will of course not produce the results that are obtainable from oil of a better quality. An engine of a given H. P. will not pull a small proportion of its rated load on a proportionately small quantity of gasoline, as a certain amount of power is used in driving the engine itself and keeping it under motion. Consumption of gasoline of 74 degrees test used for developing 1 H. P. per hr. would vary from 1-6 to 1-10 gallons, depending



upon the points above mentioned and also upon the make of the engine used.

The same results are not obtainable from different makes of engines, as engines of all kinds and descriptions are on the market to-day. Those built with the greatest care and with careful attention to the economy of the fuel consumption certainly surpass in a great measure engines which are simply thrown together to sell at a low price to uninitiated customers.—Yours truly, Olds Gas Power Company, Lansing, Mich.

#### GASOLINE NEEDED DECREASES WITH LARGER ENGINES.

*Grain Dealers Journal:*—One-tenth of a gallon of gasoline per hour is needed to produce 1 H. P. with a gasoline engine.

The amount of gasoline needed to produce a horse power per hour decreases as the size of the engine increases.

The same result is not obtainable from different makes of engine.

The above is from data given us concerning Fairbanks-Morse gasoline engines only. Fairbanks, Morse & Co.

#### GASOLINE CONSUMPTION AS INFLUENCED BY DESIGN AND ATTENTION.

*Grain Dealers Journal:* The best make of gasoline engine will use somewhat less than one pint of gasoline per hour for each actual horse power it is developing at full load. For engines of 60 to 80 H. P. this figure is reduced to about one-ninth of a gallon, or eight-ninths of a pint per actual horse power per hour at full load.

An engine whose gasoline valve is opened by a cam and lever from a gear-shaft will use less gasoline than an engine in which the gasoline is automatically drawn in by the suction of the air. This is because the automatic gasoline valve does not act so promptly, giving too little gasoline at the beginning of the stroke, and wasting some gasoline at the end of the stroke.

A pint of gasoline does not always have the same weight. This weight is from 0.69 pounds to 0.74 pounds; and there is a corresponding change in the heat value.

Many poorly constructed gasoline engines will use from 30 to 40 per cent more gasoline than the best make, and this difference becomes greater the longer the engines are in use. With any engine it is necessary to have a good ignition of the gas and air, tight valves, and good lubrication, to secure the best efficiency.

The troubles with a hot tube are very numerous, and always operate to increase the gasoline consumption; and this ignition is likely to be treacherous, and give the appearance of smooth running even when wasting fuel. Poorly designed electric igniters are common in cheap engines, and are in such cases sometimes supplemented by hot tubes, but a good electric igniter with wet battery and primary spark is very reliable and does not cost much to maintain.

Leaky valves may greatly increase the gasoline consumption, and at the same time decrease the horse power of an engine. The air valve and exhaust valve of the best gasoline engines are accessible and are easily kept in perfect order. Where it is difficult to examine the valves of an engine, the valves will generally be in a leaky condition, destructive to themselves, and to the economy of the engine.

The proper lubrication of the piston and all bearings of a gas engine is of the greatest importance. If the explosion

leaks past the piston it cannot do work, and if the bearings run hot they use up the power that should drive shafting, etc. Both of these troubles may be due to poor lubrication.

It is essential first that an engine be well designed so that piston, piston pin, crank pin and main bearings each have provided an independent and reliable means of securing the oil supply. Secondly the oil must be of the proper quality, and must be clean and free from water; and the oiling must be attended to regularly.

There are other things that will affect the gasoline consumption. A leaky gasoline tank or leaky piping will generally be soon discovered, and a poor battery cannot cause trouble long before it gives out altogether. This does not apply to a dry battery, however, and such batteries require careful attention.—T. E. Butterfield, with Otto Gas Engine Works, Philadelphia, Pa.

#### RUNNING FULL LOAD REQUIRES LESS GASOLINE.

*Grain Dealers Journal:*—A first class gasoline engine should operate on 1-10 gal. gasoline per H. P. hour when running on full load. The amount of gasoline needed when running on half load or light load, of course, is very much in excess of this. The ratio of consumption between a small size gasoline engine and a large size is about in proportion to the size of the engine. In regard to difference of results obtainable from the different makes of engines, would say it varies largely according to the design and construction of the engine. Some engines are so much more economical than others. Yours truly, J. Thompson & Sons Mfg. Co., Beloit, Wis.

#### Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Mar. 26 have been 113,288,000 bus., compared with 112,727,000 bus. for the corresponding period of last season.

Corn receipts for the present crop year prior to Mar. 26 have been 68,560,000 bus., compared with 68,022,000 bus. for the corresponding period of last season.

#### Exports of Breadstuffs.

Our exports of all grains show big gains over those of a year ago. February exports of wheat were 3,032,000 bus.; against only 122,157 a year ago; and exports of oats for the month were 3,781,000 bus.; against only 101,000 bus. in February, 1905.

Exports of breadstuffs during the 8 months prior to Mar. 1 were 27,283,778 bus. of wheat, 88,002,893 bus. of corn, 32,644,607 bus. of oats, 13,538,945 bus. of barley, 720,982 bus. of rye and 9,749,257 barrels of wheat flour; compared with 3,196,022 bus. of wheat, 50,851,031 bus. of corn, 945,147 bus. of oats, 7,523,499 bus. of barley, 1,348 bus. of rye and 5,812,345 barrels of wheat flour, for the corresponding months of 1904-5. The total value of the breadstuffs exported was \$130,733,290; compared with \$63,057,408 for the same period of 1904-5, as reported by O. P. Austin, chief of the bureau of statistics.

Macaroni way has been suggested as the name for the amusement lane at the North Dakota state fair at Fargo.

## Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your conviction will be given wide circulation and have great influence. Write it now.]

#### SHORTAGES IN EAST ST. LOUIS.

*Grain Dealers Journal:*—I have noticed of late that the shippers to the St. Louis market are getting careless in loading cars that arrive here on the East St. Louis, Ill., side that are in too bad a condition for grain, and the consequence is that I am having a good many complaints about short weights. I am satisfied that if the shippers would examine the cars closer before they load grain in them that we can do away with the shortage. In some cases the grain is stolen from the cars. I have taken this matter up with the Sec'y of the Ill. Grain Dealers Ass'n to see if we cannot stop it. Any shippers to East St. Louis, Ill., who have any short weights I would be pleased to hear from. I stand ready at all times to serve them to the best of ability. I am yours very truly, F. Einstman, Jr., Illinois Chief Grain Inspector, St. Louis, Mo.

#### WOOD PULLEYS IN ELEVATOR HEADS EXTRA HAZARDOUS.

*Grain Dealers Journal:*—I note in the March 10 issue that Mr. DeLong of Fithian, Ill., quotes the statistics of the Grain Dealers Fire Insurance Co. as evidence that a fire is not caused by wooden head pulleys in the confined and concealed space of an elevator head. He refers back to previous articles of protest on the part of the mutual insurance companies' secretaries against the wood pulleys in heads, which risks they do not insure. The fact that they do not insure the hazard, and out of the number of losses they sustain they have no fires from that cause would seem to demonstrate the policy of not insuring the hazard.

We keep no record of fires other than those occurring on properties insured in this company, but the writer can recall having seen reports in the Grain Dealers Journal of fires started by wood pulleys. A mutual company reduces the number of its losses by avoiding what are known to be common sources of fires, or what could reasonably be expected to start a fire.

The writer is sustained by every insurance inspector of experience and by millwrights, in the position, that nothing looks as hazardous as a cotton belt, subject to choke, running over a wood pulley, or of the wood pulley rubbing against the wood sides of the elevator head whenever the shaft and elevator heads are out of plumb. The stock insurance companies frequently do not recognize the hazard because they do not examine the conditions and they charge a rate adequate to provide for such losses and still make a profit. Recently the Continental Fire Insurance Company published statistics showing that friction was the source of 62% of its especial hazard losses last year, and of 53% of the losses for the past five years. This does not make special reference to wood pulleys, but to any friction hazard, and shows the need of avoiding the danger where possible.—Yours truly, C. A. McCotter, Sec'y, Indianapolis, Ind.

## DENOUNCES INTEREST CHARGES ON ADVANCES.

*Grain Dealers Journal:* I looked through your last number with the expectation of finding the new rule passed by the Board of Trade charging interest on advances on consignments of grain jumped on with both feet and also the rest of your person, but failed to find what I was looking for. I judge the only reason it was not there was that you were waiting to get your breath so as to do the case justice.

The purpose of the new rule is to compel shippers to pay interest on any advances made on grain when shipped, for fifteen days. It has been customary in the past for shippers to draw 75 or 80 per cent on the grain when shipped and wait for the balance until such time as it was convenient for the firm shipped to, to render an account of sale, which runs all the way from three to six weeks; in many instances longer and in a few instances a shorter time. This was certainly bad enough for the shipper, as it kept him constantly out of the use of considerable of his money and the money he was out of was in unsafe hands.

Under the new rule a shipper must be out of the use of all the money invested for 15 days after he has delivered the grain out of his hands. True, they will allow you to draw on consignment as before, but only on condition that you pay interest. The plain facts in the case are they will kindly loan you 80 per cent of your own money at 6 per cent interest and the balance you can have when they see fit to render account of sale. In case the firm you are dealing with should take a notion to speculate with your money while they have it and get on the wrong side of the market and bust, which there is nothing on earth to prevent (their surroundings constantly invite and the history of the Board abundantly shows they will speculate), your money is gone and you have become a victim of the folly of furnishing money for other men to gamble with. Of course none of the firms who have not busted would for a moment think of speculating with their customers' money, but we all know that the list of busted commission firms keeps growing as steadily and surely as a well-fed, healthy pig.

This little matter of interest for 15 days they assure us poor fool shippers will not amount to much, a mere nothing. Still it will amount to \$400 or \$500 a year on a very ordinary business. Of course we would never find that out. We country buyers have to pay for the grain we get on the spot. We compete with each other to get it, so that about a cent margin is all we can possibly get out of it if we do much business. Out of this cent comes first a shortage of one per cent on an average, then our running expenses and living, and now they invite us to add another little item of \$400 or \$500 a year interest on money that we have invested in grain after we have delivered the grain out of our hands and into theirs.

Imagine what a farmer would say, if after he had delivered his grain to you, you were to tell him he could have 30 per cent of his money by paying you interest for 15 days and the balance you would hand him later—sometime when it was convenient. This is exactly the position this new rule puts the country shipper in, and it seems to me it requires strong language to do the case justice.

Wise men make mistakes, but fools never. The Board of Trade men are a long ways from being fools, but in pass-

ing this rule they certainly made a fool move. Chicago is not the whole push as a receiving point that it has been and never can be. In order to hold even a decent position with its competitors in the future Chicago must offer inducements instead of passing rules calculated to drive business away. It is much easier to drive business away than it is to get it back again.

Where there is a will there is a way, and Chicago commission firms will discover to their sorrow that there will be a most decided will in the minds of country shippers not to submit to the imposition of being compelled to pay interest on their own money. The way is by no means difficult to find.—A Shipper, Triumph, Ill.

## LIVE THOUGHTS FOR ELEVATOR MEN.

*Grain Dealers Journal:*—If all of the elevator men would agree to hold the remainder of their grain till they could get 45 cents for corn, \$1 for wheat, and 35 cents for oats, it wouldn't be very many days till these prices would be, not only general, but popular.

Grain is not a luxury, but a necessity, and four-fifths of it passes through the country elevators to the markets of final consumption. Aren't "we the sillies" for allowing speculators, who must get their grain from us, to fix the price? Do you suppose anyone will give you 50 cents for what they can buy of you at 35?

Why not one representative of each state ass'n contribute a daily market letter to the Chicago Evening Post? These market letters directly affect the price in that they influence trading.

The Government report has been published, and seemed to have "sprung a leak" as usual—as the market got busy before it was supposed to be known. Why not the Grain Dealers Ass'n create a special bureau under its direction and get out its own reports? After demonstrating that they would be accurate, the information could be readily sold ever thereafter for more than the expense of maintaining and operating this department, besides we would have a report that we would know was correct.

The cotton growers of the south were ridiculed as fanatics by "the powers that be," when they organized the farmers of the cotton states into an association, one of the chief purposes of which was to regulate the sale of cotton. The organization is now two years old, and instead of 6 and 7 cent cotton, as had been the rule for years, this staple has brought from 10 to 15 cents per pound since their organization. The farmers are laughing now.

It is very difficult to get the people to recognize and believe in their sovereignty, especially after years of commercial tyranny from which they have been the principal sufferers. But when once inoculated with this old truth, you put in motion an avalanche of enthusiasm which will stop at nothing less than a complete protection of their inalienable rights.

Any organization of the elevator men of the surplus grain states which is not thoroughly representative and democratic—all being a part of the whole—is practically worthless. Independent county and state organizations are as unthinkable and impracticable as local and state political organizations would be which refused to affiliate with the national organization of the same party.

It will do no good for some to hold and some to sell grain, yet this will ever be

the rule so long as there is no concert of action. But what a power were every elevator man to know that all others were doing the same thing, and how much more readily the bankers would furnish capital, if they knew it was a fight of such proportions.

We had as well have 50 cents for the remainder of this corn crop as to take 35 to 40 cents for it, and even then the average would not be high. Will some one please tell us why it would not sell at 50 cents, if we would not let it go for less, and also state why we would have to sell it before this price was reached? If they should decide to make the fight on "starvation" lines, who could stand it longest, we who have the grain, or those who have less than they can live on? Understand, I favor no fictitious value for grain, but do insist upon a reasonable price. Now suppose any number of us wanted to hold, or that practically all of us were willing to do so, how could we make known our conclusions? Suppose we wanted to discuss the matter simultaneously, how would we get about it? Then what is an organization worth which does not provide for a prompt and thoro expression of the wishes of its entire membership?

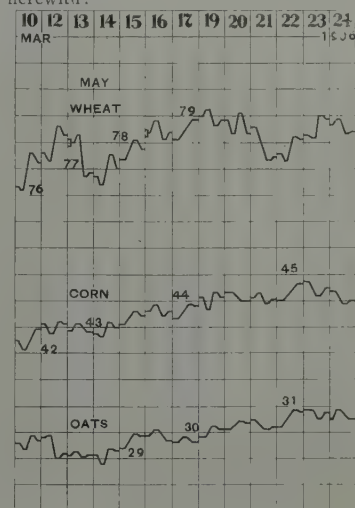
Are we living up to our privileges, gentlemen? Then why this complacency and seeming indifference? Now is the time to act; "talk right out in meetin'," tell your experience, brother.

When we get down to business right, get thoroughly awake, you will not again see railroads refusing to furnish elevator men ample transportation for their grain, and at the time they ask for it. The railroads of this country are liable to the elevator men, right now, for thousands upon thousands of dollars for failure to furnish us cars during the past three months, and the only reason they are not coming across with the amount of the damage is that no elevator man would tackle them individually, and the ass'n does not seem to think it any part of its business to interfere.

It will not always be this way.—Ben A. Neal, Millersville, Ill.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to March 26 are given on the chart herewith:





## Crop Reports

**CANADA—Calgary, Alta.:** The Calgary district leads the province in the yield of spring wheat, as shown by bulletin No. 1 just issued by the Alberta Dept. of Agri. Its average yield for the 1905 crops was 32.92 bus. Average for winter wheat, 32.18; oats, 43.41; barley, 32.01 bus. per acre.

**DELAWARE—Farmington:** Fall wheat is looking fine, and with favorable weather conditions we will harvest a good crop. The corn acreage will be reduced materially and the tomato acreage increased, owing to high price for tomatoes. Corn was exceptionally nice this season, but wheat was small grain as a rule and very unsatisfactory to handle. The corn crop has been moved and very little grain, either wheat or corn, is left.—C. H. Simmons.

**ILLINOIS—Indianola:** It looks like a very backward spring at this time. March 10, with 10 inches of snow on the ground.—W. H. Current.

**IOWA—Des Moines:** Reports indicate that the averaged percentage of last year's crops now in farmers' hands is 40 per cent of corn and 27 per cent of oats; also that there is 80 per cent of the number of cattle being fed; compared with last year at this time.—Secy. Geo. A. Wells.

**KANSAS—Valdora:** The wheat thru this section looks good; 80 per cent in acreage and about 94 per cent of a crop at this time. Oat sowing is about completed thru this section and the acreage is about 10 per cent more than the average; greater part of them are put in better than the farmers have gotten them in for 3 successive years. Valdora, Eltr. Co.—Greenburg: A larger acreage of wheat was sown last fall than ever before, and with but few exceptions, is looking well. Some blown out on sandy land, but such fields were sown very late, on late plowing. Quite an acreage of oats and barley being sown, but in all cases for feed; only it is not a paying crop. Lots of corn raised last season and a quantity of it held. A great deal of corn will be planted this spring. Joe Clark, agt. J. B. Hupp & Co.—Wetmore: The wheat acreage in this vicinity is 75 per cent of last year's; due to corn being a good price last fall, which leads the farmers to the belief that corn will pay better than wheat. Conditions of wheat plant is fairly good, but it is small; will not stand much freezing; fear that if the weather continues as for past 2 weeks, warm days and cold nights, the wheat will be seriously hurt. A heavy snow of March 18 is melting rapidly during day, with the temperature during night near zero. No old wheat left in farmers' hands. About 15 per cent of old corn left in farmers' hands, which will little more than supply the demand here. The price of cash corn last fall and the continued good roads, until the last of February, encouraged the farmers to move all the corn they could spare and the small lots that may be sold later are held for more money. I think that last year's crop was overestimated. W. M. Reckewey.—Wellington: The wheat prospect is good. E. Barrett, of E. Barrett & Sons.—Waldo: The prospect is very good for a wheat crop. Agt. Morrison Grain Co.—Wichita: The growing wheat, as a rule, is looking well and prospects are good for another large crop.—X.

**KENTUCKY—Frankfort:** The wheat acreage, compared with that of last year, is 98; winter oats, 83; barley, 90; rye, 92; prospect for corn acreage is 98 as compared with 1905. Hubert Vreeland, commissioner of agri.—Stateline: The wheat acreage sown last fall was about 80 per cent of a full crop; condition at present, 75 per cent. The continual freezing and thawing of the wheat fields has retarded the wheat out of the ground so badly that I fear our crop will be short in quantity and poor in quality. W. M. Shaw, of W. M. Shaw & Co.

**MICHIGAN—Washington, D. C.:** The 1905 bean crop of Michigan is said to exceed that of 1904, which was estimated at 3,000,000 bushels by the Secy. of Agri. for the state.—Crop Reporter.

**MISSOURI—Columbia:** The area sown to wheat last fall, as reported by Geo. B. Ellis, secy. Board of Agri. was 2,339,416 acres, which is slightly below the acreage sown the previous year. The condition on Dec. 1 was above the average and it generally

remains in good condition up to March 10, when the average condition was 82. Considerable damage from freezing and thawing is reported from flat prairie soils and hill clay lands, but the condition is excellent in the larger wheat-growing sections. In the western part of the state the counties show a condition from 85 to 110 and in the southwestern portion the wheat counties show from good to excellent, compared with a poor wheat crop last year. In the extreme northeastern portion the condition is generally good.—La Forge: The condition of the growing wheat is 85 to 90 per cent; it is looking very well. A. B. Hunter.—Kahoka: Wheat is looking fine. Spring work will start late; there is 6 inches of snow on the ground March 15 and the mud is knee deep. Not much grain to ship from here. Stock is wintering fine and plenty of feed until grass. Lang & Arnold.

**OHIO—New Paris:** Bright prospect for wheat; fields were never in better shape than at present time. The corn crop here was a good one; was sound and of good quality. Have shelled about 8,000 bus. and all we have shipped has gone thru all right. Richards Bros.

**OKLAHOMA—Enid:** The wheat in this county is looking fine. It bids fair to make one of the best crops we have ever had. Randels & Grubb.—Glencoe: Wheat prospects are fair to date; acreage is about 1-3 short of that of last year. C. F. Baggett & Co.—Hitchcock: The wheat acreage will be slightly less this year than common, owing to an increase in the acreage of cotton. The growing wheat looks well and the ground is in splendid condition, with plenty of moisture. Some reports of worm hurting the wheat, but do not think the damage is extensive. Oat sowing is about completed. C. E. Carver, agt. W. B. Johnston.

**PENNSYLVANIA—Millerstown:** The growing crops are in very good condition. We are having deep snows, which will probably give good protection to the grain during this month. A. H. Ulsh.

**TENNESSEE—Cleveland:** The wheat crop in our section is looking well; acreage about as usual; average amount sowed. Very good acreage of spring oats being sown now. Too early for corn planting. Have not had much rain this winter; looking for wet spring. G. T. Hall, of Beard & Hall.

**TEXAS—Meridian:** Wheat acreage reduced nearly 1-3 on last year in this county. Present condition of growing crop, good. Lumpkin Flour Mills.—Moody: The wheat in our vicinity looks well for this time of the year; the acreage is reduced 10 to 15 per cent. Oats look very good; acreage somewhat reduced, possibly 5 per cent. Corn acreage increased 10 per cent; all planted and earliest coming up. D. C. Jones, vice-pres. Moody Mill & Eltr. Co.—Midlothian: Our grain looks fine; good stand of oats and wheat never was finer at this season of the year; acreage about 75 per cent. Corn planting has just commenced; I think the acreage will be increased, possibly 10 per cent. The season is fine; farms all in good shape; plenty of rain, and not too much. W. W. Major, mgr. Midlothian Grain & Lumber Co.

**WISCONSIN—Emerald:** No winter wheat sown here last fall. About 80 per cent of 1905 crop marketed. The only crop raised here to any extent is oats, it being too far north to make a success with corn. The oats bot at this station graded No. 4 and an occasional car No. 3 white. I. J. Amundson, agt. Northern Grain Co.

All seed shud be treated for the prevention of smut.

Mark Twain tells of a certain senator who was always on hand to receive the praise for any blessing that had befallen his state. Several benefits for which the senator took undue credit are pointed out, "but what Senator Dash more particularly prides himself on is the late excellent harvest."

Samuel V. Parsons, who is credited with building the first floating grain elevator on the lakes, died recently at Buffalo at the age of 84. Mr. Parsons had been prominently connected with the navigation at that port, was connected for a long time with its elevator interests and was one of the oldest members of the old Board of Trade of Buffalo and was a member of its river and harbor committee.

## Strong Market for Durum Wheat.

Durum wheat is now selling more nearly on the same basis of price as other spring wheat than at any other time since macaroni wheat was first introduced into the United States by the Department of Agriculture.

On March 9 at Duluth No. 2 durum sold at 68c, while 8 cars of No. 2 northern sold at 72½ to 73¼c. On March 8 durum wheat advanced 1½c, while other grades of wheat declined 1½c, and next day durum wheat held steady while other wheat closed ¾c lower.

No. 1 durum to arrive closed at 71c March 9, while No. 1 northern to arrive closed at 74¾c.

For future delivery durum wheat at one time March 9 sold only 4c under the No. 1 northern May option.

On March 13 durum wheat took another climb, No. 1 selling only 3½c under No. 1 northern, under the stimulus of an active export demand.

A Duluth exporter on March 7 sold some spot durum, which he had at Buffalo, f. o. b. New York for export at a price 3c per bu. higher than was obtainable for spot No. 1 northern spring in the same position. This certainly is a very flattering showing for the macaroni wheat that American millers affect to despise.

The instance mentioned is only one of many where exporters of durum wheat have reaped handsome profits. One of the leading markets for durum is Marseilles, France, where the price advanced from 95.9c Sept. 27, to 98.5c Oct. 11, and to \$1.06 per bu. on Dec. 13, as stated in the government *Crop Reporter* for February. The Duluth market also advanced late in the fall, the demand for durum being most acute at the close of navigation; but the difference between Duluth and Marseilles widened until the spread increased from 27 to 37c per bu. The freight charges between the two markets amounted to 18 to 20c per bu., not including elevation, inspection and weighing at terminals, thus leaving a handsome margin of profit.

Receipts of durum wheat, which were very heavy last fall, are now running light at Duluth and Minneapolis, so that it will scarcely be possible to supply the demand until the next harvest. Preparations are being made this spring to sow a greatly increased acreage of durum in the Dakotas, Colorado and Texas.

"Whut goes up must come down," said th' high financier, "but not till after I unload."—Josh Wise.

W. M. Eaton, grain dealer at Emerson, Ia., has started an ice factory composed of 200 shallow tanks, 2x3 ft., held up in the air on planks. Each tank makes a cake of ice weighing 300 pounds. The cost of the tanks alone was \$500.

The long promised bill amending the English merchant shipping act was introduced into the House of Commons March 20. The bill is to place British and foreign ships on the same footing and regulates the overloading, undermanning and unseaworthiness of vessels and the storage of grain on board ship. It is explained that the government only proposes to impose on foreign ships the obligations imposed on the British ships for years and that where the government is satisfied that the regulations of any country are equal to those of Great Britain its ships will be exempt from the rules in regard to loading.

## The New Crowell Elevator at Omaha.

The Crowell Lumber & Grain Co. of Blair, Nebr., one of the oldest and best known grain firms west of the Missouri River, has just completed at Omaha a transfer and cleaning elevator of 125,000 bus. capacity.

This elevator has been the subject of much interest among the elevator men of Omaha and vicinity inasmuch as Mr. C. C. Crowell, Jr., who personally supervised the construction, early announced his intention of building the "best elevator in the United States." The elevator has been in operation for about two months and the small cost of operation compared with the large volume of business handled during this time has fairly justified Mr. Crowell's expectations.

The foundation for the elevator is of concrete resting on piling driven to bed rock. The basement is 12 ft. high with large windows on all sides. The first story is 25 ft. high of heavy timber construction. The bin story is cribbed and divided into 36 bins varying in capacity from 1,500 to 4,000 bus. each. Above the bin story is a 4-story cupola. The first story of cupola contains the distributing spouts; the second story the scale hoppers; third story the garnerers, and top story the elevator heads. The height of the building is 175 feet.

The elevator contains a comparatively small amount of grain handling and cleaning machinery. The idea of the builders being to reduce the number of elevator legs and machines, and men required to operate them, to a minimum and keep all working continuously.

There is but one receiving leg, with a receiving pit of about 1,000 bus. capacity. The elevator leg is equipped with 16x8 inch "V" shaped buckets and handles about 7,000 bus. per hour. One elevator leg of the same capacity is used for the cleaning machines and shipping. There is also a small screenings elevator. The elevator legs are equipped with Hall Non-Chokeable Boots, all of the grain being spouted into the front or up side of the leg, thus preventing "chokes." Each elevator leg discharges into a garner in the cupola having a capacity of 2,000 bus., and each garner in turn discharges into a scale hopper of 2,000 bus. capacity provided with Neale Indicators and supported on 108,000 pound Fairbanks-yoke pattern hopper scales. The distributing spouts below the scale hoppers are of the Universal pattern built in three sections, each spout reaches to every bin in the elevator and the spouts are of sufficient capacity to carry 500 bus. of grain per minute from the scale hoppers to bins or to cars.

The two car-loading spouts are equipped with bifurcated car-loaders with cast iron linings. These car spouts will load the largest size cars in four minutes without any shoveling. All of the spouting was furnished by J. J. Gerber of Minneapolis. The elevator is equipped with a double cable car puller.

The grain cleaning machinery consists of a No. 10 Monitor Clipper with by-pass spout, and No. 9 Monitor Receiving Separator. About two-thirds of the bins in the elevator are equipped with permanent spouts running to two mixing hoppers. These mixing hoppers in turn discharging into either the receiving or shipping leg; the remaining bins are spouted to the cleaning machines.

All of the machines and elevator legs throughout the building are equipped with electric motors. These are of the alter-

nating current type, 220 volts. Each machine and leg has an independent motor directly connected by gears, excepting the two cleaning machines which are connected by leather belts.

The passenger elevator in the stairway tower runs from the basement to top floor and is equipped with an electric motor. A fireproofed room on the first floor contains the marble switch boards with electric instruments. There are two switch boards, one for the electric power and the other for the lighting service. All of the starting compensators for the electric motors are erected on iron brackets on the first floor of elevator. In order to make it practicable to start the elevator legs from the first floor the legs have been equipped with alarms which indicate when the motor is started and has attained full speed.

The elevator leg motors on the top floor are equipped with a new device called the "Non-reversing Friction Stop" which automatically clutches the motor and prevents the motor or leg from running backwards in case the power is for any reason cut off while the leg is loaded. A complete system of mechanical and electrical signals and telephones has been installed, also a stand pipe system and other apparatus for fire protection.

The dust collecting system was installed by H. L. Day, including floor sweepers and connections with all machines. A novel feature in connection with the dust collecting system is the hose sweepers for the elevator leg pits. This consists of a section of 3-inch suction hose with sweeper head which can be carried into the boot tanks and thrust

into all crevices where dust would accumulate, thus enabling the operators to keep the house absolutely clean where fires are most likely to originate. The elevator was constructed by the Barnett & Record Co.

## Corn Oil and Cake Exports.

Exports of oil cake for the 7 months prior to Feb. 1 were 28,754,443 pounds of corn oil cake and 411,658,982 pounds of linseed oil cake; compared with 11,212,515 pounds of corn oil cake and 400,709,559 pounds of linseed oil cake for the corresponding months of 1904-5.

Exports of corn oil for the 7 months were 2,059,046 gallons; compared with 1,761,545 gallons for the same months of 1904-5, as reported by O. P. Austin, chief of the bureau of statistics.

## Exports.

Buckwheat exports during the 7 months prior to Feb. 1 were 537,683 bus.; compared with 218,651 bus. for the corresponding months of 1904-5.

Broom corn exports during the 7 months were valued at \$153,933; compared with \$143,170 for the same months of 1904-5.

Malt exports for the 7 months were 637,688 bus.; compared with 234,509 bus. for the same months of 1904-5.

Glucose exports for the 7 months were 100,414,346 pounds; compared with 101,273,332 pounds for the same months of 1904-5, as reported by O. P. Austin, chief of the bureau of statistics.



New 125,000-Bu. Transfer and Cleaning Elevator of Crowell Lumber & Grain Co., at Omaha, Neb.



### Transit Charges; Settling Price for Surplus.

The Arbitration Comite of the Grain Dealers Nat'l Ass'n has rendered the following decision in the case of Bennett Commission Co., Topeka, Kan., vs. W. H. Merritt & Co., Chicago, Ill.

Plaintiff sold defendant, July 27, 1903, 15,000 bu. 2 hard W. wheat, at 73½¢, E. Miss. River; Aug. 5, 1903, 5,000 bu. 2 hard W. wheat, at 76¢, E. Miss. River; Aug. 11, 1903, 8,000 bu. new 2 hard W. wheat, at 76¾¢, E. Miss. River, subject to Kansas City inspection, Chicago weights, to be shipped from country within 10 or 20 days, and billed Chicago.

There is no difference between parties as to quality sold, price, inspection or directions.

Directions forwarded by defendant directed that the same be forwarded to W. H. Merritt & Co., New York, via Chicago, for export, and presuming that it would be forwarded via C. R. I. & P. Ry.; but if they were going to ship it over any other road, then special billing was to be forwarded. These were furnished July 30, 1903, and apparently applied to all future shipments, as no objection had been presented.

On these contracts 28 cars wheat were forwarded, containing, according to Chicago weights, 28,610:50 bu., showing a surplus of 610:50 bu.

The forwarding of these cars required inspection at Kansas City, as well as switching to other roads, so as to complete delivery, as originally agreed.

To comply with these conditions, charges for switching, transferring and demurrage became necessary, which plaintiff insists defendant should pay. Amount of such charges, \$15.00.

Defendant's contract was such that it did not require his watchfulness at Kansas City, to see that these shipments were not delayed.

Plaintiff had assumed such when accepting shipping directions. Failure or neglect to watch such, or protect himself, makes it impossible to place such burden on defendant.

What caused these charges, and why were they necessary? No evidence has been produced that defendant was neglectful, as already shown by his shipping directions.

Plaintiff's directions to his agent may possibly locate this, or were such charges necessary so as to be able to comply with contracted directions?

Adjustment of surplus on contract was adjusted on the basis of Chicago market, Oct. 15, 1903, at 73½¢ per bu., east bank of Miss. River.

The price being considered just, according to what wheat of this quality was selling at on Oct. 15, 1903, as per evidence produced.\*

Plaintiff claims that this price should be 79 4/10 cents per bu., such price being based on the value of wheat of this quality on same day in Kansas City, Mo.

In Oct., 1903, wheat was worth more in Kansas City and Southwest than it was worth in July and August, 1903, and makes it possible for this honest difference to be an issue.

Had plaintiff shipped but 28,000 bu., no difference could have been arbitrated. He failed to do this, however, by shipping 28,610:50 bu., and forwarded such surplus to a point where values were less than Kansas City and to a point where defendant could only use it.

As to the point that "Chicago was only to settle weights, and that New York be-

ing destination, their values should govern," that would hardly apply, as the value in New York at that time was less than in Chicago.

Defendant does not deny having received the surplus, but accepts such on market basis day of unloading, and makes returns accordingly. Custom has long established this point, and it should not be ignored.

Defendant's directions, with weighing conditions, established a basis for settlement as to fixing a price on a reasonable surplus quantity. Inspection at Kansas City established the grade only, but at no time relieved the plaintiff as to delivery.

Our conclusion is that the claim of plaintiff be not sustained, and that they pay the cost of arbitration.

Adolph Gerstenberg,

C. B. Jenkins,

W. T. McCray,

Committee of Arbitration.

### Imports and Exports of Beans and Peas.

Imports of beans and peas during the 7 months prior to Feb. 1 amounted to 341,671 bus.; compared with 328,040 bus. for the same months of 1904-5.

Exports of beans and peas during the 7 months were 304,535 bus.; compared with 190,539 bus. for the corresponding months of 1904-5.

Exports of foreign beans and peas for the 7 months were 24,211 bus.; compared with 58,754 bus. for the corresponding months of 1904-5, as reported by O. P. Austin, chief of the bureau of statistics.

The bill making the giving of tips on crop reports punishable passed the senate Mar. 13.

### The Bear Market in May Wheat

May wheat began the crop year July 1 with the highest quotations that had been reached since the bull boom of February, 1905. The high quotation July 1 was an advance of about 13 cents from the low points of the preceding April and May.

The chart herewith begins with a decline from 92¼¢ to 84¾¢ July 18, and the record high price for the option was made four days later at 92½¢. By Aug. 30 the price had worked down by easy stages to 83 cents, made a recovery of 5 cents by Sept. 28, and a further advance to 92½¢ on Oct. 27, only a fraction below the high point of July.

Failure to overtop this mark indicated that the bull market was at an end and a very pretty downward zigzag led to 85¾¢ on Nov. 22. The following advance to 90¼¢ by Dec. 6 is the only rise of more than 3 cents that the market has had since October. Several tops were made around 89 cents before the slump to 84 Feb. 2.

The same bearish influence that arrested the bull boom of a year earlier now asserted itself. A year and a day after the record high price of \$1.21½ had been made the market broke thru its previous low point of 83. The market now sagged lower each day, the bottom dropping out Mar. 3. On the decline to the double bottoms around 76¼¢ several long lines of wheat that had been held for months and over a year were sold out at a loss, the government report of Mar. 10 showing that there was still some wheat in the country, besides the large visible supply, holding forth no promise of an advance.

Attempts to corner the necessities of life are punished in France by fine and imprisonment.

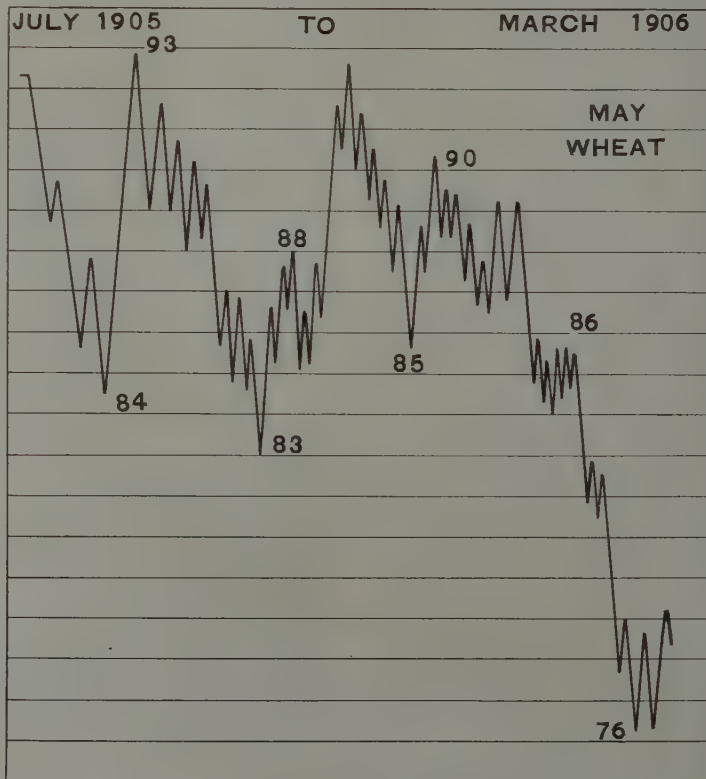


Chart Showing all the Important Fluctuations in May Wheat Since July 1, 1905.

## First Modern Elevator in Scotland.

The first elevator to be erected in Scotland on the American plan is shown in the engraving herewith. The plant is composed of a grain elevator 160 ft. long, 120 ft. wide and 130 ft. high, and two marine legs housed in towers and connected to the elevator by two conveyor galleries.

Leith obtained the honor of being the first city in Scotland to adopt modern methods of grain handling thru the enterprise of J. Saville Patmore, managing director of the Leith Grain Elevator Warehousing Co., which built and is operating the elevator. Mr. Patmore, who is also interested in the North British Storage & Transit Co., was granted a lease of the site by the Leith Dock Commissioners, who paid for the two towers and marine elevating legs. The elevator building cost Mr. Patmore £47,000; and the marine legs cost £13,000.

The elevator is of crib construction, protected from the weather by a brick veneer. The bins are 75 ft. deep and have a total storage capacity of 1,000,000 bus. Piles were driven for the foundation and capped over the entire area with a bed of concrete 2 ft. thick.

The larger marine leg is for ships and will unload 350 tons per hour; the smaller leg is for barges and will handle 120 tons of grain per hour. The ship tower is of steel 78 ft. high. Its elevator belt has 160 buckets and travels 500 ft. per minute. A 5-h. p. electric motor raises and lowers the leg, and a 25-h. p. motor operates the 4 power shovels that scoop the grain to the buckets in the vessel's hold. The tower contains a 5-ton hopper scale, from which the grain is discharged on the belt conveyor running 600 ft. to the elevator.

The belt is 3 ft. wide and is driven by a 60-h. p. motor.

On arrival in the elevator the grain is raised to the cupola by four stands of elevators, weighed, and distributed to bins by four belts and 4 trippers. In loading out the grain is discharged from bins upon 4 conveyor belts in the basement, weighed, elevated to delivery bin and spouted into cars. Equipment is provided for weighing and sacking 4,000 sacks per hour at the same time that cars are being loaded at the rate of 40 per hour.

Every piece of machinery is driven by electric motors, and the lighting is electric. The four stands of elevators have each a 40-h. p. motor, and the remaining 11 motors in the elevator building are of 5 h. p. each and drive the conveyor belts.

The machinery was made in Edinburgh and the construction was carried out by British firms on plans furnished by an American engineer.

## Farmers' Elevators.

From the organization of the Grangers, farmers have been more or less active in the transportation of their own grain to the large terminal markets.

The failure to succeed has resulted sometimes from too great ambition of the organizers, at other times from inexperience. As in all other organized business undertakings, the handling of grain calls for no small degree of experience and executive ability to bring success. The handling of grain is competitive. The field is occupied by people who have grown up in this branch and have become experts in the trade. They have learned through many adversities and rewards where to set their plants and how best to conduct them. They know the

market and how to steer the craft. It is not to be expected that one with the same native ability but lacking in the experience of all the details of the business would succeed so well as companies managed by men who have spent their lives in the business and know it in every detail.—*Market Record.*

## Imports and Exports of Hay.

Hay imports for the 7 months prior to Feb. 1 were 35,474 tons; compared with 32,090 tons for the corresponding months of 1904-5.

Hay exports for the 7 months were 39,246 tons; compared with 35,405 tons for the same months of 1904-5, as reported by O. P. Austin, chief of the bureau of statistics.

## Imports and Exports of Rice.

Imports of rice and rice products during the 7 months prior to Feb. 1 were 26,939,938 pounds of rice and 49,954,601 pounds of rice flour, rice meal and broken rice; compared with 22,241,226 pounds of rice and 42,888,153 pounds of rice flour, rice meal and broken rice during the corresponding months of 1904-5.

Exports of rice and rice products during the 7 months were 2,508,835 pounds of rice and 26,704,311 pounds of rice bran, meal and polish; compared with 23,236,386 pounds of rice and 24,578,573 pounds of rice bran, meal and polish for the same months of 1904-5.

Exports of foreign rice and rice products during the 7 months amounted to 6,727,560 pounds; compared with 5,825,869 pounds for the corresponding months of 1904-5, as reported by O. P. Austin, chief of the bureau of statistics.



The New 1,000,000-bu. Cribbed Elevator and Steel Marine Towers of the Leith Grain Elevator Warehousing Co., at Leith, Scotland.



### Chicago Rules Revised.

The amendments to the rules of the Chicago Board of Trade which were adopted as reported in the Journal Feb. 25, page 227, have been found objectionable to the cash grain interest as well as unintelligible to many brokers.

The directors have unanimously agreed on a revision of the rule on commissions to make them understood, have added a number of constructions on the questions most likely to come up and have inserted a clause permitting the employment of salesmen on salary to buy or sell grain by sample or in car load lots in any position.

Section 1 of Rule 14 defines the position of brokers. In the new rule a member must have a "bona fide general interest" in the partnership, instead of a 10 per cent interest; and in a corporation, he must have a 10 per cent interest if the corporation is capitalized at less than \$100,000, but a stock interest of \$10,000 value if the company is capitalized at \$100,000 or over.

Secs. 2 and 3 contain all the brokerage charges of the old rule arranged in two classes. The first class, Sec. 2, relates to transactions in grain "by grade alone," or contract grades of provisions wherein a brokerage charge follows every transaction; and Sec. 3 relates to cash transactions by sample, or sample and grade combined, and for c. i. f. business, where a brokerage may be charged or a member be employed on a salary to transact this kind of business. The names clover, timothy, millet, hungarian, mustard seeds and buckwheat, displace the general words "all other seeds". Provision is made that charge for less than a carload lot of the latter shall not exceed the charge for a full car; and the charge of 50c per 1,000 bus. for the purchase or sale of all kinds of grain and flaxseed, in store in Chicago, has been defined as meaning when special location or character of property is specified. In the new rule a brokerage of \$1 per car is allowed for screenings.

In Sec. 6, old rule, no charge was made for buying property specified. This is rectified; and in Sec. 7 the omission of charges for buying sales of grain to arrive has been supplied.

In Sec. 7 the charge for the purchase and shipment of wheat by vessel is  $\frac{1}{4}$ c, which has been made  $\frac{1}{2}$ c in the new rule; and the four paragraphs in Sec. 7 relating to the purchase and shipment by rail have been omitted from the new rule, for the reason that the difference in service in handling carload lots in less than 5,000 bus. and transactions in 5,000 bus. or over does not warrant a double charge.

The revision of the rules has entailed a great deal of labor and cost the committee much valuable time. Their arrangement of the sections on brokerage and commission in a logical manner will facilitate any changes that the Board may wish to adopt in the future. The committee which revised the rules is composed of J. B. Adams, Hiram N. Sager of J. H. Dole & Co.; Geo. R. Nichols of Young & Nichols; James Crighton of Crighton & Co., and J. H. Ware of Ware & Leonard.

A Mexican boll weevil caused a small-sized panic on the New Orleans Cotton Exchange recently. It was sent from Port Limon, Costa Rica, to be examined by entomologists, and measured over 4 inches long. The insect has all the appearance of a weevil magnified 1,000 times.

### Proper Way To Assess Grain and Elevators.

Sec'y Smiley of the Kansas Grain Dealers Ass'n informs us that Kansas assessors have very divergent and unreasonable views with regard to the assessment of grain elevators and contents, with the natural result that some elevator owners are required to pay much more than the law intends. In an opinion to the Ass'n Otis S. Allen of Topeka says,

As to the proper method of assessing for taxation the grain handled at an elevator, I give my opinion as follows:

"An elevator operator is a merchant within the meaning of sections 7541 and 7542 of the General statutes of 1901, and the property should be assessed in accordance with the provisions of these two paragraphs. The paragraphs read as follows:

"Every person, company or corporation who shall own or hold, subject to his control, any personal property within the state which shall have been purchased with a view of being sold at an advance price or profit, or shall have been consigned to him for the purpose of being sold, shall be held to be a merchant, and when such persons shall be required, according to the provisions of this act, to make and deliver to the assessor a statement of his personal property, he shall include in such statement the value of the personal property appertaining to his business as a merchant; and in estimating the value of such property he shall estimate the average value of such articles of personal property which he shall have had in his possession or under his control during the year next preceding the first day of March preceding the time of making such statement, or during that portion of said year which he may have been engaged in business."

"In order to arrive at the average value of such property he shall estimate the amount on hand as nearly as may be in each month in the preceding year, or such portion thereof as he may have been engaged in such business, then add the several monthly estimates, and divide the aggregate by the number of months he may have been engaged in business. No consignees shall be required to list for taxation any property consigned to him for the mere purpose of being forwarded."

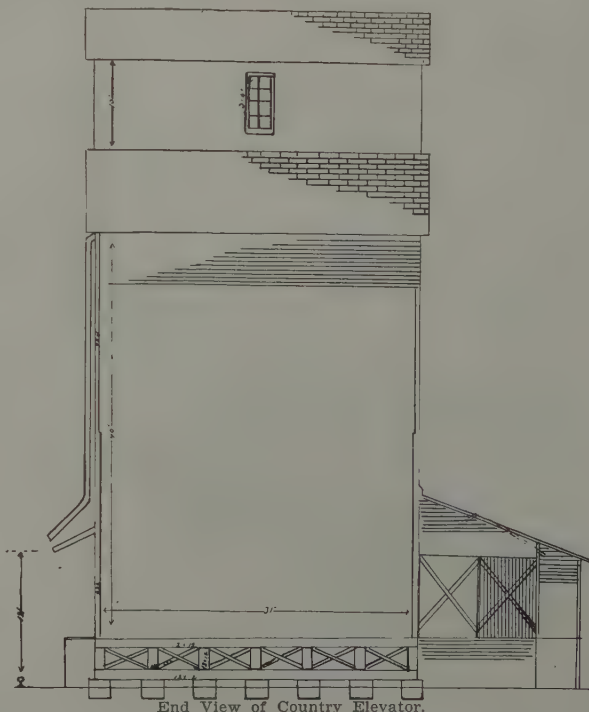
It will be noticed that the statute fixes no particular day of each month from which he shall take the amount of grain on hand for the purpose of making his estimate. He may therefore take any day, using the same day each month in which he was engaged in business and divide the sum by the number of months he was in business for that year, and the result will be the value of the taxable property.

It is suggested that in some localities the amount of taxable property has been ascertained by taking the whole amount of grain handled during the year and dividing that by the number of months the operator has been in business. This is very far from the intent of the law, and would make the taxes alarmingly high. The proper way of arriving at the assessable value is as follows:

	Purchas- es. Bu.	Ship- ments. Bu.	Stock on hand. Bu.
March .....	6,000	4,000	2,000
April .....	7,000	8,000	1,000
May .....	10,000	8,000	2,000
June .....	9,000	11,000	None
July .....	5,000	4,000	1,000
August .....	8,000	6,000	2,000
September .....	7,000	5,000	2,000
October .....	6,000	4,000	2,000
November .....	5,000	4,000	1,000
December .....	8,000	6,000	2,000
January .....	2,000	14,000	None
February .....	3,000	2,000	1,000
	76,000	76,000	16,000

The total stock 16,000 bu. divided by number of months in year equals 1,333 bu. Average 60c per bu. Total valuation \$799.80. Add valuation of elevator property and divide by three it will give the total taxable property.

When the floods came and swept away the food of a million people, a man stood by and chuckled and rubbed his hands gleefully. Was he, then, a ghoul in human form? By no means. He was a Christian gentleman, on the bull side of the market.—Puck.



An elevator designed to handle small grain in North Dakota is shown in the engravings herewith, giving side view, end view and lower floor plan.

The main building is of cribbing, 2x6, for 20 ft., and the remainder 2x4, the total height to ridge of cupola being 62 ft. It is 30x32 ft.

The foundation is of concrete 2 ft. deep, coming flush with the ground and the bottom frame is 12x12, laid on the concrete. Posts receive the top frame. The bin floors are double boarded.

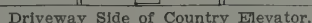
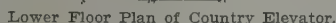
At the station where this elevator is to be erected grain is delivered in tanks drawn by 4-horse teams and the driveway is built accordingly, with an approach of 3x8 lumber, laid 1 $\frac{3}{4}$  apart on stringers 2x10, 12 in. centers; and 6x6 bent every 8 ft. at the descend end of driveway, laid tight with 2x8.

The office and engine room are together, 30 ft. from building, and 12x20 ft. in size. The studs are double boarded and covered inside and out with sheet iron, making a warm and fireproof office.

The equipment includes an 8-hp. gasoline engine with rope drive to elevator leg. The cups are 5x11, 18 in. apart, on 4-ply rubber belt. The wagon scales have 6 tons capacity and the hopper scales weigh 100 bus. at a draft. The hopper scale is on the work floor behind the leg instead of being suspended as in most houses, so as to be easily examined and

have a firm foundation. The design of the house is by G. L. Winslow, who is manager for the Anchor Grain Co., at Edmore.

We have raised more wheat than we can consume at home. For our home requirements our people willingly pay 90c@\$ a bu. If we refuse to carry over all above our requirements till wanted or do not feed it on the farm, we must force it on a market where not needed. This means 70c for wheat, perhaps lower. We can take care of about 550,000,000 bu. as breadstuffs and suffer no detriment to prices. Our producers might as well learn this now, for learn it ultimately they must.—E. W. Wagner.



## BY IDLER

The mail clerk snapped an elastic band at the back of Miss Biffum's neck and was deftly inclosing a letter when she turned, with an indignant cry, to meet the guilty blush of his assistant. "Gee Whitakers!" he exclaimed, ignoring her displeasure, "I do wish the boss would quit handin' out these circular appeals for money or shipments 'on account'. They make me tired and I'll bet our friends in th' country laugh at 'em, when they don't get mad. I shud think, Lizzie, it'd give you spinal meningitis whackin' off th' rot on that noise engine o' yours."

Evidently he struck a sympathetic chord, for Miss Biffum stopped the jarring, grating rush of consonants and vowels long enough to say, "*Does it? I just wish he had to write 'em out himself.*"

"Now, if he only wrote th' stuff when there was some occasion for it," the office oracle continued, "and put in a little con for soothing syrup effect, shippers wud pay some attention to it in a friendly sort o' way 'nd either make consignments or pony up; but this everlastin' *'please remove'*, every month, like the swell guys' tailors grind out, must be simply exasperating.

"I know what shippers think about it, too, 'cause I hear 'em kickin' to Bluff and Smiley when they come in to talk over samples. If it wasn't for our salesmen doing good work 'nd giving dealers the glad word 'nd grip on their own account, we wudn't have no business 'tall by this time.

"There was McElvain, now, givin' us 1,500 plunks a year in commissions—solid velvet; just because he was a little slow sometimes in shippin' against overdrafts the boss keep bully-raggin' him with these little squirt gun squibs, until one day he got a notion to *wire* Mac asking whether he had grain on hand to cover our advances. O' course that got Mac's Scotch dander up, right off, 'nd he sent a draft for the whole amount by return mail. For more'n six months Bach & Co. had all Mac's business—so Briggs said—'nd then Bluff wrote 'im one of those winnin' letters, like he *can* write when dyspepsia ain't grippin' his feed-bag. Back came a B/L, 'nd I tell you I was glad to see it, 'cause I hate to have us losin' good money through these fool tricks o' the boss, even if it don't come out of my weekly spend.

"Wonder how he ever butted into the business, anyway? He don't know no more about it than a Dago fruit peddler. It gives me a pain to hear 'im talk."

"Well, I'll be switched," exclaimed the wise boy, staring at a letter he had started to fold, "if he ain't beginnin' on Mac again. Don't the darned idiot ever learn nothing? I'll bet Bluff 'll have a fit when he comes across this in the copy book tomorrow! You watch 'im!

"For Heaven's sake, Lizzie, stop grindin' out that stuff 'nd go home; it's nearly seven o'clock."

"Well, I guess I will," yawned Miss Biffum. "I've had about enough of it for one day. There's a bunch of 'em now for him to sign in the morning. Say, smarty, I know something that you don't." Bluff 'nd Smiley are going to pull out next month 'nd form a partnership of their own. Me for the new firm."

"Count in little Willie, too," said the mail clerk; "that's where the business will be after this."

King Corn Day will be observed Apr. 4 by the public schools of Oklahoma.



# Grain Trade News

## ARKANSAS.

Little Rock, Ark.—The Cunningham Commission Co. has let the contract to Fred Friedline for installing the milling and feed grinding machinery, including corn shellers, cleaners and eltr. Three electric motors will furnish power.

## CALIFORNIA.

Los Angeles, Cal.—City Prosecutor Beebe is making an attempt to enforce the state law against bucket-shops in the case of B. H. Lawver, alleged operator of a shop.

## CANADA.

Leavings, Alta.—The South Alberta Milling Co. has been incorporated.

Winnipeg, Man.—Memberships in the Grain Exchange are selling for \$2,400.

Claresholm, Alta.—The Claresholm Lighting, Milling & Eltr. Co. has been incorporated.

Carberry, Man.—Robert Lawrie, of the Carberry Eltr. Co., died suddenly March 15 of apoplexy, aged 60 years.

Port Arthur, Ont.—The Empire Eltr. Co. is reported to have let the contract for a 3,000,000-bu. eltr. to the Barnett & Record Co.

Winnipeg, Man.—Jas. A. Patten, of the firm of Bartlett, Frazier & Carrington, Chicago, has purchased a membership in the Grain Exchange.

Toronto, Ont.—The Board of Trade contemplates increasing the annual dues of non-resident members to \$3, to go into effect when the outside membership has reached 350.

Toronto, Ont.—As a result of the campaign against bucket-shops conducted by the crown attorney 5 have already closed their doors and the rest are expected to soon close or join the Exchange.

Oak Lake, Man.—Angus J. Leitch, of the firm of Leitch Bros., died March 11. He was a member of the Winnipeg Grain Exchange, which passed resolutions of regret and condolence at a meeting held March 12.

Toronto, Ont.—The old Northern Eltr. has been sold by the Grand Trunk Ry. and will be used for other purposes. The house has been under lease for several years to Jas. Richardson & Sons, of Kingston.

Brandon, Man.—The Western Canada Flour Mills Co., which has purchased the property of the Kelly Milling Co., will rebuild the mill this summer with a larger capacity. The mill will have capacity for 600 barrels per day.

Montreal, Que.—The harbor commission will reduce the period of free storage from 30 to 10 days and advance the elevator charges. It is alleged this makes the rates higher than at the competing ports of Boston, Mass., and Portland, Me.

Neepawa, Man.—Walter Dejersey, grain buyer for the Manitoba Milling Co. at Kelwood, was fatally injured recently by a falling tree while cutting down the bush, and died March 14. Mr. Dejersey moved to Kelwood last fall from Minnedosa.

Brandon, Man.—The milling plant of Alexander & Law Bros. was damaged Mar. 18 by a fire which is supposed to have started in the boiler room. Loss about \$20,000; partly covered by insurance. The mill had been running night and day.

Winnipeg, Man.—In the suit of J. P. Graves & Co. to recover \$500 from their agent, Fisher, at Carman, Justice Richards recently decided for defendant, who alleged that the discrepancy in his accounts was due to Graves having lost a E/L he had forwarded.

Winnipeg, Man.—Norris & Co., of Montreal, have taken over the Manitoba grain export business of the Harris, Scotten Co., of Chicago. The firm of Norris & Co. is composed of Jas. Norris, Sr., Jas. Norris, Jr., Hugh N. Baird and M. Mecklenberg. Mr. Baird will have charge of the Winnipeg office and the firm will also have offices in Montreal and Chicago.

Kingston, Ont.—Geo. Richardson, of the firm of Jas. Richardson & Sons, died Mar. 14 in Bermuda, where he had gone some weeks ago for his health. Mr. Richardson was the senior member of the firm, the business of which will be carried on by the younger brother, H. W. Richardson. Mr. Richardson was 55 years of age. He was a member of the Winnipeg Grain Exchange and vice-pres. of the Anchor Cereal Co., of Winnipeg.

Winnipeg, Man.—The new malt house of the Canada Malting Co. was badly damaged by fire Mar. 10. The 130,000-bu. eltr. adjoining, which contained a large quantity of barley, was not damaged. The malt house had not been turned over to the company by the contractors, Barnett & Record Co., and no machinery having been installed the loss, estimated at nearly \$100,000, falls on the contractors, who carried builders' risks. It is thought probable that the house will be rebuilt.

Midland, Ont.—The Aberdeen Eltr. Co. is building a 1,000,000-bu. steel eltr., with concrete foundation. The plant will have a handling capacity of 30,000 bus. per hour, independently in and out, and will be operated by a 750-h. p. Corliss engine. Grain will be conveyed from the marine leg to the working house, which will be separate, by 2 belts of 15,000 bus. capacity each per hour. The storage house will consist of 16 steel tanks in 2 rows, each tank having capacity for 60,000 bus., the working house having the balance of the storage room. J. J. Daley, who has charge of the Collingwood Eltr. for E. R. Bacon Co., of Chicago, will have charge of the house when completed.

Winnipeg, Man.—The second annual meeting of the Clearing House Ass'n of the Grain Exchange was held Mar. 13. During the 12 months ended February the total amount of wheat cleared through the clearing house was 176,220,000 bus., compared with 164,550,000 in the corresponding period the preceding year. The average monthly clearing aggregated 14,686,000 against 15,953,000 the year before, and the average daily clearances were 583,000 against 638,000. Eighty firms are members of the clearing house, which is in a prosperous condition. The directors were re-elected and the new officers are:

Pres., S. P. Clark; vice-pres., W. H. McWilliams; sec. Capel Tilt; manager, F. O. Fowler.

Winnipeg, Man.—Changes in grades were suggested by the legislative committee on agriculture Mar. 13, by the adoption of the following resolution: Resolved, that in view of the representation made to this committee in regard to lowering the present standard of Manitoba wheat, we recommend that the provincial legislature memorialize the federal government to make such changes in the Manitoba Inspection act as will describe the various grades of wheat as follows: No. 1 extra Manitoba hard wheat shall be sound and well cleaned and weighing not less than 60 pounds to the bu., and shall be composed of at least 75 per cent of hard red life wheat; No. 1 Manitoba hard wheat shall be sound, well cleaned, weighing not less than 60 pounds to the bu., and shall be composed of not less than 60 per cent of hard red life wheat; No. 1 Manitoba northern wheat shall be sound and reasonably clean, of good milling qualities, weighing not less than 58 pounds to the bu. and shall be composed of at least 45 per cent of hard red life wheat; No. 2 Manitoba northern wheat shall be reasonably sound and reasonably clean and of good milling qualities and fit for warehousing and weighing not less than 57 pounds per bu. and shall be composed of 35 per cent of red life wheat. Any wheat not good enough to be graded as No. 2 northern, shall be graded as No. 3 Manitoba northern at the discretion of the inspector; scoured wheat shall be subject to re-inspection.

## CHICAGO.

Memberships in the Board of Trade are selling for \$3,200.

The membership of Edw. R. Jennings has been posted for transfer.

Kenneth J. Muir has applied for membership in the Board of Trade.

The membership of Fred H. Hunting in the Board of Trade has been posted for transfer.

Harvey S. Williams, who has been doing a commission business, is now connected with Gardner, Paddleford & Co.

John Dickinson says, "Get rested on these dull days for the rush that is coming. You will see all you can do before long."

The amendments to the rules unanimously recommended by the directors of the Board of Trade are given elsewhere in the Journal.

Following the increase in commission rates the outside markets are said to be increasing their speculative business at the expense of Chicago.

The exchange across the street, by a practically unanimous vote Mar. 14, decided to raise the commission rate on grain futures from 1/16 to 1/8¢ per bu.

The directors of the Board of Trade have made the St. Paul and Fulton annex eltrs., which are operated by the Armour Eltr. Co., regular. The houses have a combined capacity of 800,000 bus.

The Illinois Manufacturers Ass'n gave notice to the clearing house committee of the banks Mar. 22 that legal proceedings would be begun to test the rule of the bankers for charging exchange on out-of-town checks.

Suit has been begun by the Sykes Steel Roofing Co. in the Superior court, taking the form of a bill in chancery, against the McReynolds Eltr. Co. to compel the payment of \$3,000 on a contract for work

done on the company's Eltr. A in South Chicago.

Moses S. Bacon, who has held a membership in the Board of Trade since 1853, has sold his membership. Mr. Bacon is 81 years of age and retired from active business about 4 years ago. He was interested in the Middle Division Eltr. Co., which operated a line of eltrs. in Illinois.

The two firms, Bloom & List and T. D. O'Brien & Co., will consolidate and after Apr. 1 will do a grain and stock commission business under the firm name of O'Brien, Bloom & Co., with offices in the Medinah Temple. The firm is composed of T. D. O'Brien, M. J. Bloom, Edw. List and Horace L. Wing, all of whom are well known on the Board of Trade.

The following applications for membership in the Board of Trade have been approved by the directors: John G. M. Glessner, Jas. A. Sullivan, John C. Shaffer, F. M. Terry, J. C. Dean, R. M. Desjardins and H. A. Ellsworth, of Chicago; S. D. McGourkey, of New York; G. H. Hubbard, of Mt. Pulaski; Jas. D. Williams, of Freeport; B. G. McGeary, St. Louis; Jas. Simpson, Brooklyn, N. Y.; Wm. G. Agar, Des Moines; John Teagle, Cleveland, and Jas. L. Phelan, Boston.

The Milwaukee Chamber of Commerce was a dead one until revived by Chicago traders at the expense of Chicago. Now this business has been turned to Chicago again and makes it impossible for Milwaukee to compete with us. I do not think Minneapolis or any other important board of trade will permit its business to be skinned by Milwaukee cheap labor, and they will legislate against Milwaukee as Chicago is about to do.—I. C. Gifford.

"Not more than one-half of 1 per cent of the grain dealt in on the Board of Trade in a year changes hands. Because of the clearing-house arrangement almost every deal on the Board of Trade, therefore, is nothing more than a gambling transaction." The superannuated old fogey who gave utterance to the foregoing inane twaddle seems to have forgotten that Chicago receives more real grain than any other city in the world. A clearing house exactly similar to that of the Board of Trade is conducted by the banks for the collection of checks. Are the bankers gamblers because they settle differences without the payment of cash? It's a dirty bird that fouls its own nest.

I believe our clearing-house system is old and inadequate and our margin system is worthy of thought. I believe that our margin system is an absolute farce and through its inefficiency in the event of a failure every one in the room would be stuck. In the past two years we have had failures that have cost the public \$2,000,000, and many of these were people who were under the Board of Trade cloak, which they used as a badge of honesty and stability to induce people to deposit money with them. That is the kind of advertising we do not want. The organization will not stand for that any longer. We must do business honestly.—From the address of Pres. Walter Fitch, of the Board of Trade, at the Bohemian Club dinner.

Geo. E. Marcy on his return from a late trip to Minneapolis says: There is a rapidly growing sentiment at Minneapolis in favor of advancing commission rates following the action of the Chicago Board of Trade. The best people there, which includes a number that were originally opposed to the measure, are favor-

ing higher rates and a number of others are gradually coming to see the policy of adapting themselves to the new situation. They see that Minneapolis is getting no more business as a result of the higher rate than Chicago and also that Chicago has evidently lost no business. It is my opinion that a proposition to advance the commission rates there could be carried even now, and it looks like a certainty if things continue to run along as they are.

The directors of the Chicago Board of Trade have unanimously approved the following proposed amendment to the rules: "When any member, whether acting as principal or as agent, shall either directly or indirectly make or execute, upon any exchange or board of trade located outside of the city of Chicago, an order for a so-called 'put' or 'call,' or for any contract respecting the purchase or sale of grain or provisions for future delivery, when by the rules, regulations, customs, or usages of such exchange or board of trade it is provided or permitted, or where parties to such 'put' or 'call' or contract contemplate that such 'put,' 'call' or contract may be fulfilled or satisfied by the delivery of a warehouse receipt or receipts issued by a warehouse located in Chicago, such member shall be deemed guilty of conduct which renders him unfit for membership in this association, and upon conviction thereof he shall be expelled." The amendment will apply to Milwaukee.

Switching charges by the Illinois Central will be assessed after Mar. 15 on the following basis: No charge for delivery to eastern roads of grain known as "thru billed track grain," i. e., that which is rated thru to destination and only passes through the transfer eltrs. of the lines transporting it beyond Chicago, and which is not stopped and unloaded into public or private eltrs. or grain warehouses for the purpose commonly known as transit privileges. No switching charge for this company's service in making delivery to the end of its rails, provided orders for disposition are received within the free time allowed by the rules of the Chicago Car Service Ass'n. on grain known as "transit grain," i. e., that which is stopped for inspection, weighing, cleaning, clipping, shelling, sacking, grading, mixing, change of ownership, consignee or destination, and is handled through private eltrs. If orders for disposition are not received within the free time a charge of \$2 per car will be made on grain for local delivery on the tracks of other railroads.

## IDAHO.

Boise City, Ida.—The J. M. Neil Co. has been incorporated with \$100,000 capital stock, and has succeeded J. M. Neil & Co.

Rathdrum, Ida.—The farmers are organizing a company to build an eltr. R. Wardall, of the Farmers Grain & Supply Co., of Spokane, is interviewing the farmers and business men in the interest of the company.

## ILLINOIS.

McNoel, Ill.—A. Juante, of Metropolis, is building an eltr.

Galva, Ill.—I have sold my eltr. to V. Q. Short.—L. H. Valentine.

Gladstone, Ill.—The old eltr. here has been sold and will be torn down.

Heyworth, Ill.—Smoot Bros. will build an eltr. next fall at Bucks Crossing.

Stockdale, Ill.—The Farmers Co-oper-

ative Eltr. lost money on last year's business.

Pontiac, Ill.—Samuel Earp desires possession of the eltr. operated by C. L. Aygarn and has brot suit.

Springfield, Ill.—Lafayette Funk of Shirley, Ill., has been appointed a member of the State Highway Commission.

Decatur, Ill.—The private wire formerly operated by the Hammond Eltr. Co. has been turned over to H. H. Randolph.

Cooksville, Ill.—The Cooksville Grain Co. has taken bids for the erection of an eltr. at Cooksville. Geo. Brumme is secy.

Decatur, Ill.—White corn is in good demand. Deliveries at country stations in this part of the state have been light.

Tower Hill, Ill.—L. & D. Culp have purchased the eltr. of the Clark-Price Eltr. Co. and will deal in grain and farm implements.

Danvers, Ill.—The Farmers Eltr. Co. has leased a site from the Big Four at Woodruff and will build a 20,000-bu. eltr., with brick foundation.

Freedom, Earlville P. O., Ill.—Fred Wiley will build a large corn crib on his farm near Freedom, in which will be installed an eltr. and scales.

Kankakee, Ill.—The Tucker Grain & Coal Co. incorporated, \$8,500 capital stock, to deal in grain and coal. Incorporators, J. L. Leclair, Henry F. Ruel and Louis Beault.

El Paso, Ill.—The directors of the Farmers Co-operative Eltr. Co. have called a meeting for Mar. 31 to arrange for continuing the business, which has lost \$7,400.

Barry, Ill.—The Barry Milling & Grain Co. incorporated, \$25,000 capital stock, to do a milling, grain and coal business. Incorporators, John Weber, T. A. Retallic and W. H. Johnson.

Indianola, Ill.—I am going to build a 40,000-bu. addition to my eltr. for ear corn. I have everything on the ground and am ready as soon as the weather will permit.—W. H. Current.

Lexington, Ill.—The Rogers Grain Co. is remodeling its eltr. The driveway will be lowered about 3 ft. and the scales will be removed to a new location. The north house will be moved and joined to the main building.

Farmingdale, Ill.—The farmers are organizing a co-operative grain and eltr. company. They contemplate buying the eltr. now operating here or letting the contract for the erection of a new house. J. K. Knudson is interested.

Cropsey, Ill.—H. L. Barnes will build a 55,000-bu. eltr. to replace the house burned Feb. 6. Work will be commenced in May. Gasoline power will be used. No contracts have been made for the machinery, except for the power.

G. J. Siebens of Pontiac, Ill., has accepted the position of asst. secy. of the Illinois Grain Dealers Ass'n and will traverse the state until the annual meeting to secure new members and advertise the annual meeting at Peoria June 12-13.

Springfield, Ill.—Railroad officials appeared before the railroad and warehouse commission and Governor Deneen Mar. 14 to argue against the reduction in rates on classes 6 to 10. An order making the reduction is expected late this month.

Peoria, Ill.—The Farmers Grain Dealers Ass'n at its recent meeting elected, pres. Lee Kincaid; vice-pres., Thomas Lamb, Jr. and T. J. Dunn; secy., J. A. McCreery; treas., J. B. Abbott; executive



committee, J. R. McCabe, M. P. Reed and N. P. Kelly.

Heyworth, Ill.—The Farmers Eltr. Co. has been organized and will be incorporated. The company, it is reported, has been offered one of the eltrs. now operated here at a reasonable price and it is expected that it will be purchased instead of building a new house.

Cerro Gordo, Ill.—According to the annual statement of the Cerro Gordo Grain & Coal Co., it lost \$2,012 in 1904 & \$1,748.89 in 1905. Its liabilities included Eills Payable \$13,000; Personal accts. \$260.67 & Coal Co's \$395.91. It has voted to increase its capital stock from \$10,000 to \$15,000.

Springfield, Ill.—W. C. Garrard, secy. of the Illinois State Board of Agri., has issued a crop report for 1905 giving the acreage, average crop per acre, total yield price, and average yield for each of 12 years in each of the counties of the state, of about 25 different cereal, seed, fruit and vegetable crops.

The official program of the 3rd Annual Convention of the Farmers Grain Dealers Ass'n of Illinois says, "Our annual meetings are not 'Recruiting Stations' for grain commission firms, but our gatherings are intended as a consultation among the co-operative grain companies of the state to promote their common interests." And do they hope to get along without the commission man? Will the central market buyer also be dispensed with?

New Holland, Ill.—The New Holland Grain & Coal Co.'s last statement shows it to be possessed of \$26,439 liabilities; with only \$7,935 resources. The liabilities include Notes Payable \$15,260; accounts payable \$1,854; Interest due \$1,000; Capital stock \$8,325. Fred J. Rapp, a stockholder, has asked for a receiver and for an accounting, and after the hearing, Mar. 17, Judge Harris granted an injunction restraining the sheriff from selling the property under the hammer to satisfy a judgment against the company for \$1,100.

Illioipolis, Ill.—The annual statement of the Farmers Eltr. Co., seems to show its books to be in a bad muddle. Grain on hand and shipped amounted to 553,116 bus. while only 553,021 bus. were received. Were some loads received without being credited to the owners? By valuing the plant at \$2,000 more than the capital stock and ignoring the fact that over \$1,800 of the cash on hand was received from sale of stock it may be possible to show an apparent gain, but if the figures be true, why should the company have among its liabilities Bills Payable \$6,000; accts. Payable \$200, and find it necessary to borrow \$600 to pay dividend with?

A series of four local meetings were held in northern Illinois under the auspices of the State Ass'n during the past week as follows: Mar. 20, Freeport and Rockford; Mar. 21, Rochelle and Dixon. Pres. Hubbard and Secy. Strong of the State Ass'n devoted two days to attending the meetings and were accompanied by the following representatives of Chicago houses: W. M. Hirschy of Hemmell, garn & Co.; J. W. Radford; F. D. Stevens. Rosenbaum Bros., G. B. Van Ness. Secy. Strong had arranged with those making the trip for speeches at the different points and an interesting program was thus arranged for each meeting. With the exception of the Dixon meeting the attendance was light, but considerable was accomplished in the way of bringing about greater harmony among the dealers in the section traversed, and it is expected

that the results will show at the annual meeting of the State Ass'n in Peoria June 12-13, as those present promised to co-operate in securing a large attendance from their territory. At each of the meetings Pres. Hubbard spoke in the interest of harmony. However, it is to be regretted that the dealers in the northern part of the state did not show their appreciation of the time and money spent for their benefit, with a larger attendance.

Problems confronting the Co-operative Grain Ass'ns of Illinois are clearly reflected in the following subjects listed for discussion at the annual meeting: "Wanted—A Plan to Promote the Organization of Co-operative Grain Companies in Illinois"; "Wanted—A Plan to Influence Every Farmer to Become a Member of a Co-operative Grain Company"; "Leading Requirements in the Successful Management of a Co-operative Company"; "Would it Not be Advisable to Pay a Reasonable Interest on the Stock, and Divide the Balance Among Stockholders According to the Amount of Grain Each Has Sold the Company?"; "When the Farmers of a Community Own an Eltr. is Competition Necessary or Desirable?"; "Co-operation Among Producers"; "Is the Protection Clause a Necessity, and Is It Unfair Competition?"; "Would a Reciprocal Demurrage Law Benefit the Grain Shippers?"; "In What Way Is a Community Benefited by the Establishment of a Co-operative Grain Company?"; "What Do You Think of a Farmer Who Does Not Patronize Exclusively the Co-operative Grain Company?"; "What Should Be the Attitude of Farmers in a Community Where Merchants and Bankers Oppose the Organization of a Co-operative Grain Company?"; "Duties and Difficulties of a Manager"; "Why Are Not All Co-operative Grain Companies in Illinois Members of the State Ass'n, and in What Way Can We Induce Them to Join?"; "When Opposition Is Paying More Than Grain Is Worth for the Purpose of Causing Dissatisfaction Among the Stockholders, What Shud the Manager of a Co-operative Grain Company Do?"; "Are the Grain Growers of Illinois Not Entitled to Representation on the Railroad and Warehouse Commission?"

## INDIANA.

Hartford City, Ind.—C. L. Groves has applied for a patent on a car loader.

South Bend, Ind.—John Costello has been reappointed grain inspector for another year.

Fortville, Ind.—The Fortville Milling & Grain Co. has sold its plant to Finch & McComb, of Indianapolis.—J. W. Huffman.

Kempton, Ind.—I have purchased the interest of my son in the firm of M. J. Lee & Son and the firm will hereafter be known as M. J. Lee.—M. J. Lee.

Plymouth, Ind.—I have leased the eltr. and all business now being conducted under my name to F. P. McFadden, who will take possession Apr. 1.—L. Linkenhelt.

Ft. Wayne, Ind.—We have bot the eltr. here formerly operated by S. Bash & Co., and intend doing a general eltr. business. We are not contemplating buying any other eltr. plants.—The Mayflower Mills.

Indianapolis, Ind.—The board of managers of the Indiana Grain Dealers Ass'n has fixed upon Wednesday, June 27, as the date for the semi-annual mid-summer meeting, to be held at the Claypool hotel.

Markle, Ind.—Geo. Lesh, of Bluffton, has secured an interest in the Farmers Grain Co. and will take charge of the plant, succeeding F. P. Anthony. Mr. Lesh is a brother of Daniel W. and Douglas Lesh of the company.

Chesterfield, Ind.—The Big Four road has brot suit against James M. Barton to compel him to vacate the eltr. owned by the company. Barton held a lease of the building and was given 30 days' notice to move, which he refused to do, it is alleged.

North Manchester, Ind.—Wm. Naber has sold his interest in the firm of Naber & Naber to his brother, C. F. Naber, and L. B. Wright and the firm has been succeeded by C. F. Naber & Co. C. F. Naber has also purchased a feed and coal business.

Croydon, Ind.—The eltr. to be built by Hickman & Hickman will have capacity for 35,000 bus. of grain and will be erected on the site of the present house, which will be torn down. The new house is expected to be ready to handle this year's crop. A. H. Richner has the contract.

Portland, Ind.—The eltr. of Cartwright & Headington burned Mar. 15 with about 5 carloads of wheat, corn and oats and 50 bus. of clover seed. The fire is thot to have been of incendiary origin. Loss covered by insurance. Rebuilding will begin as soon as the insurance is adjusted.

Greenwood, Ind.—H. E. Kinney, of Indianapolis, has purchased the plant of the Greenwood Mill & Eltr. Co. The capacity of the eltr. and mill will be increased and the mill will be remodeled completely. Mr. Kinney will continue his Indianapolis grain business and make his headquarters there.

Cassville, Ind.—Halstead Bros. have purchased the eltr. from John Halliday and took possession Mar. 22. The new firm is composed of W. C. Halstead, formerly mechanical engineer with the W. & L. E. Ry., and J. C. Halstead, of Dunkle & Halstead, Kirkpatrick. W. C. Halstead will manage the eltr.—Halstead Bros.

Wabash, Ind.—We have just closed the contract with the Barnard & Leas Mfg. Co. for the building and complete equipment of our new 20,000-bu. eltr. The building will be 23x30 ft. and 73 ft. high and will be modern in every respect. The roof of the eltr. will be of slate and the sides will be covered with iron. Electric motors will be installed.—T. W. King & Son.

Arrangements have been completed for a "corn special" over the C. I. & L. Ry., leaving Lafayette Mar. 26 for a 4 days' run with a corps of professors from Purdue University, who will lecture on seed corn and handling of crops. The train will make stops, averaging about 30 minutes, at 41 towns, beginning Mar. 26 at Taylors and running the same day to Greencastle; Mar. 27, Battle Ground to Rensselaer; Mar. 28, Delphi to Monticello; Mar. 29, Francesville to Michigan City.

In 1870 a law was enacted by the Indiana legislature that 70 pounds of ear corn should be taken as a bu. until Dec. 1 following the gathering of the crop, and 68 pounds on and after Dec. 1. This regulation might answer the purpose in ordinary seasons, but if in the fall and winter an unusual degree of humidity prevailed, the purchaser, if governed by the law referred to, would suffer a serious loss if he purchased in large quantities. Ear corn varies materially in dry-

ness.—Quarterly Report Kansas State Board of Agri.

## INDIAN TERRITORY

Ryan, I. T.—John R. Ralls has retired from the grain business to engage in banking.

## IOWA.

Sheldon, Ia.—The old Van Patten & Frisbee eltr. is being torn down.

Ocheyedan, Ia.—The Farmers Co-operative Eltr. Co. has been incorporated.

Watkins, Ia.—G. H. Burmeister has succeeded A. F. Wolf in charge of the eltr. of the Northern Grain Co.

Douglass, Ia.—The farmers are organizing a co-operative company and contemplate building an eltr.

Newburg, Ia.—The farmers organized a company to buy or build an eltr. at a meeting held here Mar. 24.

Lohrville, Ia.—The eltr. of the Iowa Eltr. Co. burned recently with 1,200 bus. of grain. Loss, \$10,000; insured.

Eagle Grove, Ia.—The farmers are organizing a co-operative eltr. company. D. D. Paine and C. Gross are interested.

North Liberty, Ia.—An eltr. has been built on the electric railway by Lelan & Wray.—G. Hummer Mercantile Co., Iowa City.

Rowley, Ia.—Frank Van Orsdel, of Van Orsdel & Sons, was badly bruised recently when his clothing caught in some shafting at the eltr.

Allison, Ia.—The Farmers Co-operative Eltr. Co., recently incorporated, has purchased for \$4,500 the eltr. of A. J. Froning and will take possession Apr. 1.

Iowa Falls, Ia.—The Farmers Mutual Eltr. Co. was organized at a meeting held Mar. 22, will handle grain and coal and will build an eltr. W. E. Carpenter was chosen secy.

Inwood, Ia.—The L. J. Button Eltr. Co. will rebuild its eltr. which burned Feb. 15. Lumber from the old Van Patten & Frisbee eltr. at Sheldon will be used in the construction.

Plymouth, Ia.—The farmers have organized a company and will build an eltr. The temporary officers are: John Claus, pres.; Wm. Sheka, vice pres.; A. M. Holroyd, secy.; John Sutton, treas.

Shenandoah, Ia.—A fire that started in the grain separator on Mar. 6 damaged the mill of the Practical Milling Co. The fire was discovered at midnight while the mill was in operation. Loss, \$6,000.

The Grain Dealers Union of Southwest Iowa and Northwest Missouri will hold its annual meeting Mar. 28 at Red Oak, Ia. The meeting will be called to order at 2 o'clock in the Johnson hotel.

West Liberty, Ia.—The Jackson Grain Co., of Cedar Rapids, has purchased the eltr. and grain business of W. C. Addleman and has taken possession. Frank Evans has charge for the new owners.

Lavinia, Ia.—The Farmers Eltr. Co. has been organized. The officers are: Dr. C. H. L. Souder, pres.; Theodore Riley, secy.; Ed. Davis, treas. The company has not decided whether it will buy or build an eltr.

Senate file No. 151, the bill to provide for the extension work of the Iowa State College, is one that the grain trade is greatly interested in; and it is hoped the legislature will allow the full appropriation of \$20,000 asked for the work.

Des Moines, Ia.—Jay A. King, of Ne-

vada, Ia., appeared before the legislative committee on agri. recently to urge the appropriation of \$20,000 for the extension of the work of the agronomy dept. of the Iowa State College as provided in house bill No. 134.

Manson, Ia.—Agent A. Hakes states that the corn damaged in the Western Eltr. Co.'s house spoiled because there was not room in the house to re-elevate it. The corn has not been in crib. Henceforth one bin will be kept empty for the re-handling of grain.

Garner, Ia.—The Farmers Co-operative Society of Garner has been organized to do a grain, coal and commission business. The society contemplates buying an eltr., to be ready for business in the shortest possible time. The officers are: C. H. Nelson, pres.; Wm. Bredlow, vice-pres.; John Ford, secy.; C. K. Moe, treas.

The Powers reciprocal demurrage bill, while having several praiseworthy objects, is so defective that it could not be enforced. Section 14 gives the commission power to suspend the law as to one or more railroads for 60 days during the year, which would cover the period of shortage of cars, and makes the law worthless to grain shippers. The committee having the bill under consideration has indefinitely postponed action and it is hoped it will not be resurrected.

Dougherty, Ia.—The Dougherty Co-operative Ass'n had an expert accountant examine its books just previous to its annual meeting, Mar. 10, and learned much to the dismay of stockholders, that the company had lost \$1,240 on the year's business. Wet corn was blamed for the loss. The expenses for the year amounted to \$1,491.51, disbursed as follows: Salaries, \$720; insurance, \$156.25; lease of eltr. and cribs, \$10; State Ass'n, \$15; 418 gals. gasoline, \$56.88; 155 copies Co-operative Journal, \$77.50; stamps, \$9.50; books, \$5; repairs, \$13.38; interest, \$428.50.

## KANSAS.

Ottawa, Kan.—The Ottawa Grain & Milling Co. has been incorporated.

Dodge City, Kan.—Martin Bros. have commenced work on their eltr. and feed mill.

Grinnell, Kan.—John F. Jones contemplates enlarging his plant to 30,000 bus. capacity.

Kinsley, Kan.—Moses Bros. have overhauled their eltr. and put it in first class condition.

Buhler, Kan.—The Buhler Mill & Eltr. Co. has been incorporated with \$35,000 capital stock.

Sylvia, Kan.—The Farmers Grain & Supply Co. has been organized and has secured a site for an eltr.

Waldo, Kan.—The grain trade is very dull just now on account of bad roads.—Agt. Morrison Grain Co.

Junction City, Kan.—The eltr. and mill for the Hogan Milling Co. have been completed and are now in operation.

Jamestown, Kan.—Ezra Anderson has succeeded Hart & Anderson, having purchased his partner's interest in the eltr.

Wellington, Kan.—The Hunter Milling Co. is building 2 steel tanks with capacity for 15,000 bus. each. The tanks are 62 ft. high and 20 ft. in diameter.

Robinson, Kan.—Gregg Bros. will rebuild at once their office which burned during the fire of Feb. 28, but for a while the other eltrs. of the firm will handle the grain bot.

Strawn, Kan.—O. L. Kuhlman, of Bonita, who recently purchased the eltr. of Geo. Antrim, has also purchased a residence here and will soon remove to Strawn with his family.

Sayre, Kan.—The Sayre Mill & Eltr. Co. incorporated, \$50,000 capital stock. The directors are: Davenport B. Richardson and L. M. Pratt, of Sayre, and Will C. Richardson, of Elk City.

McPherson, Kan.—Work has been commenced on the moving of the eltr. recently purchased by Colburn Bros., which is to be located at Hilton, the new station on the U. P. Ry. just north of McPherson.

Do not fail to read "Proper Way to Assess Grain and Elevators" elsewhere in this number, as it applies directly to Kansas eltr. owners, many of whom have been assessed on too high a valuation. Are you?

Wichita, Kan.—A joint meeting of the Board of Trade and the Commercial Club was held Mar. 16 to promote the construction of a 1,000,000-bu. eltr. No definite action was taken toward financing the enterprise.

Greensburg, Kan.—I am agt. here for J. B. Hupp & Co., of Pratt. We expect to begin the erection of a 20,000 or 22,000-bu. eltr. here about the middle of April. Have been scooping here during the past season.—J. M. Clark.

Ft. Scott, Kan.—The Fort Scott Sugar & Sorghum Syrup Co. is reported to have lost an arbitrated case involving the sale of cane seed, but refused to pay the award which was granted by a committee of its own selection.

Wichita, Kan.—The Rock Mill & Eltr. Co., of Hutchinson, recently purchased 3 memberships in the Wichita Board of Trade. A few more are expected to come in on the old price of \$100. The price has been advanced to \$250.

Wichita, Kan.—Interior mills are not able to buy enough wheat to supply their wants. A good deal of wheat is still held but farmers are not anxious to sell wheat at prevailing prices. Heavy roads are the cause of light offerings and feeders are paying Kansas City prices for corn.

Wellington, Kan.—The contract has been awarded for the erection of a new mill for the Aetna Mill Co., just west of the old mill. The combined capacity will be 1,000 barrels. The Hunter Milling Co. has its new mill ready to install the machinery. The plant has capacity for 1,300 barrels.—E. Barrett, of E. Barrett & Sons.

Assaria, Kan.—A committee, composed of T. O. Olson, C. E. Heaseley and Wm. Olson, has been appointed by the people of Assaria to secure the erection of an eltr. at this station. The Western Star Mill Co., of Salina, operates an eltr. here in charge of T. J. Trulson and claims that one eltr. is amply sufficient for the needs of the town.

Alden, Kan.—Wm. H. Werner, formerly a member of the grain firm of Fair, Shaak & Werner, died Mar. 4, from a stroke of paralysis, aged 68 years. He was born in Pennsylvania, was a veteran of the civil war, and after a long residence in Michigan removed to Kansas in 1880, engaging in the grain business 10 years later. A widow and 5 children survive him.

Kansas City, Kan.—The suit of the Midland Eltr. Co. against J. W. Radford, chief grain inspector of Kansas, is being heard by Commissioner Laporte. The operators of the terminal eltrs. claim that the weighing is unnecessary. C. M. Boy-



ton, of the Harris, Scotten Co., testified that the weighing was a tax on the market. Winfield Denton, of Leavenworth, testified that most of his grain going thru Kansas City was sold on St. Louis or New Orleans weights. Amos Thorstenberg stated that the state weights were used to the loss of the country shipper.

### KENTUCKY.

Harrodsburg, Ky.—The eltr. for D. N. Cogar has been nearly completed.

Hodgesville, Ky.—Jas. M. Walters, grain buyer, who made an assignment last March to his creditors, has filed a petition in bankruptcy. Liabilities, \$17,790; assets, \$505, claimed as exempt.

Louisville, Ky.—I wish to state for your information that there are no Messrs. Pickerills or Pickerill directly or indirectly connected with the Louisville Grain Co. I am sole proprietor of this enterprise.—Louisville Grain Co., by J. H. Kay, Prop.

### LOUISIANA.

Crowley, La.—A meeting of 16 of the largest rice millers in the state was held Mar. 15 at the offices of the American Rice Brokerage Co.

New Orleans, La.—The Frisco Ry. has contracted with Jas. Stewart & Co. for a 150,000-bu. fireproof working eltr. at Chalmette, and concrete storage adjoining for 1,500,000 bus. The work-house will be built of steel and covered with tile. It will have 11 legs of large capacity. The Stewart Co. is building a large slip, 300 ft. wide, also a two-story fireproof warehouse, 1,680 ft. long on one side, and one 1,300 ft. long on the other. Along each side of slip will be a double belt gallery, so that two boats lying side by side can be loaded at the same time. The concrete walls beside the slip extend down 60 ft. All of the cement tank will be set up 14 ft. from the ground on concrete pillars. Located in the middle of the company's large yards is a novel drip shed and a receiving shed with 32 receiving pits, each of a carload capacity. Thirty-two cars can be set at the same time, and after being unloaded they will leave the receiving shed by gravity. The drip shed will accommodate 64 cars, so that cars will be dry by the time they reach the receiving pits. Three hundred cars can be placed on the eight receiving tracks and unloaded without the aid of an engine. No wood, not even a wood lead pencil, will be permitted in the eltr. and the operators will wear asbestos clothes.

### MARYLAND.

Baltimore, Md.—Barley is being exported from this city on a large scale for the first time in many months. The February exports were 101,000 bus.

Baltimore, Md.—The Pennsylvania and Western Md. Rys. contemplate building a modern fireproof grain eltr. with large storage capacity and rapid handling facilities.

Baltimore, Md.—Geo. W. Carr has been appointed assistant grain inspector of the Chamber of Commerce. Mr. Carr has for 20 years been buying grain for the Elliott City Mills of the C. A. Gambrill Mfg. Co.

Baltimore, Md.—The committee on terminals of the Chamber of Commerce is holding conferences with the railroads, having in view the provision of increased terminal facilities for the handling of grain.

### MICHIGAN.

Clio, Mich.—Otto Ramlow will have charge of the eltr. of the Stockbridge Eltr. Co.

Linden, Mich.—Fred Welch is having his eltr. remodeled and will install new machinery.

Mount Pleasant, Mich.—Jas. A. Slocum has purchased the eltr. of J. T. Hornung and has taken possession.

Ypsilanti, Mich.—The police are closing up bucket-shops at Mt. Pleasant, Saginaw, Shepherd, Evart and this place.

Detroit, Mich.—The Board of Trade has adopted resolutions urging the passage by congress of the Townsend bill for a uniform bill of lading.

Detroit, Mich.—John A. McKay, of Saginaw, is promoting the establishment of a flax fiber factory at this city to work up the flax straw grown in the Thumb district.

Detroit, Mich.—The following officers were elected at the recent annual meeting of the Detroit Board of Trade: John Wynne, Jr., pres.; John Croydon, first vice-pres.; Geo. Beck, second vice-pres.

Edwardsburg, Mich.—Carpenter & Kalmbach have brot suit against the Grand Trunk to prevent the removal of the side track at their eltr., a new building that cost \$5,000. Judge Des Voignes granted a temporary injunction pending trial.

### MINNEAPOLIS.

Theodore H. Waterman, of Albany, N. Y., has applied for membership in the Chamber of Commerce.

P. B. Smith, pres. of the Chamber of Commerce, and A. G. Moritz, mgr. of the Atlas Eltr. Co., left recently with a party for a trip to Japan and China.

The Minnesota Grain Co. recently caused the arrest of C. O. Werner, formerly in its employ, charging the embezzlement of \$11,000 of its funds.

The Northwest Farmers Exchange has gone back to its old name, Minnesota Farmers Exchange. The officers elected at the recent meeting in this city are: O. G. Major, Hope, N. D., pres.; M. S. Blair, Ogata, N. D., secy. and manager.

McCarthy Bros. & Co. have brot suit against the Western Express Co., the North American Telegraph Co. and the Soo Line Telegraph Co. for \$943.75 damages on the grounds that they sold grain on fraudulent orders from unknown parties, forwarded by the defendants.

A temporary injunction has been granted by Judge Simpson restraining the firm of J. E. Wells & Co. from using the quotations or wires of the Chamber of Commerce. It will remain in force pending the hearing and decision of the case of the Chamber against Wells & Co. for a permanent injunction and damages.

### MINNEAPOLIS LETTER.

Sec. Jamme has issued a circular calling the attention of the tenants of the Chamber of Commerce to the fact that there is considerable fraud perpetrated upon them by people begging for money. He has investigated a number of cases and found them purely fraud and urges the members to refer all such cases to him unless the parties are bearers of a card from his office.

Formerly, a daily feature on the Minneapolis exchange consisted of a group of ten to fifteen feed brokers getting off by themselves and trading in millfeed. At times, there was exciting trading. On one

occasion, when little was doing in feeds, and the miners' strike made coal scarce, two or three of these traders bought and sold coal for future delivery. Now this is all changed. A number of brokers have gone out of the business, others have sold their memberships, and still others feel that it is not worth while to go on 'change. And the familiar bunch of these traders is missing.—*Northwestern Miller.*

The Spencer Grain Co. has discontinued business and transferred all its interests to the Cargill Co. No announcements or plans for the future have been made by the mgr., R. Troendle, who has transferred his membership in the Chamber of Commerce. The Spencer Grain Co. formerly operated an extensive line of eltrs. and at nearly every station on the I. & D. division of the Milwaukee Road. Its offices were moved to Minneapolis about 6 years ago when a terminal eltr. was erected, but it appears that the company did not meet with success. No one loses any money in the transaction and there is no failure and members of the Exchange all express sympathy with Mr. Troendle.—Minn.

### MINNESOTA.

Clara City, Minn.—Aug. Boetke is buying grain for the Northwestern Eltr. Co.

Delano, Minn.—Bartlett Bros. have rented the Stewart Eltr. and have closed it.

Westbrook, Minn.—The Farmers Eltr. Co. was organized at a meeting held Mar. 22.

Kinbrae, Minn.—The Skewis Grain Co. contemplates the erection of another eltr. this summer.

St. Hiliare, Minn.—Work will soon be commenced on the eltr. for the Farmers Co-operative Milling Co.

Atwater, Minn.—C. O. Peterson has succeeded V. T. Peterson as agt. for the Amenia Eltr. Co., of Duluth.

Rushford, Minn.—The Farmers Eltr. Co. contemplates replacing its old steam engine with a gasoline engine.

Duluth, Minn.—About 20 cars of damaged grain are being removed daily from the ruins of the burned Peavey Eltr.

Elizabeth, Minn.—The farmers have organized and are negotiating for the purchase of the eltr. of the Jenkins Eltr. Co.

Brandon, Minn.—The eltr. of the Minneapolis & Northern Eltr. Co. burned Mar. 8 with 18,000 bus. of wheat and 1,000 bus. of flax.

St. Paul, Minn.—W. P. Devereux & Co. have brot suit against the South St. Paul Grain Co., to recover \$87.50 for alleged failure to sell 20 cars of hay on contract.

Hayfield, Minn.—The Farmers Eltr. Co. has decided not to rebuild its eltr. at a cost of \$2,900, as at first contemplated, but will spend \$1,500 in making repairs on the old building.

Lake Park, Minn.—The Lake Park Farmers Eltr. Co. incorporated, \$15,000 capital stock. Incorporators, Thos. H. Canfield, Christian Olson, Henry O. Bjorge, and others.

Danube, Minn.—The Farmers Eltr. Co. has been organized and will build an eltr. The officers are: E. J. Grunnett, pres.; Chas. Hagedorn, vice-pres.; F. A. Schroeder, secy.; Fred. Sausele, treas.

Marietta, Minn.—The eltr. of the Farmers Eltr. Co. burned Mar. 14 with 10,000 bus. of grain, valued at \$6,000. Loss about \$15,000; insured. It is reported that

the house will probably be rebuilt as soon as possible.

Beaver Creek, Minn.—The Beaver Creek Co-operative Eltr. Co. has decided to build or buy an eltr. The officers are: B. M. Pengua, pres.; K. N. Knudson, vice-pres.; J. S. Crawford, secy.; Fritz Hagedorn, treas.

Bellingham, Minn.—The Interstate Grain Co. has installed a Fairbanks-Morse Gasoline Engine to replace its horse power. A new office has been built and the driveway enlarged and repaired. H. C. Spanton is agt.

Ortonville, Minn.—Geo. N. Baker has succeeded H. L. Zwierer as wheat buyer for the Ortonville Eltr. & Fuel Co. Lindquist Bros., proprietors of the Diamond Boat Line, contemplate the erection of a 5,000-bu. eltr. near their dock to care for the grain coming in by their boats. They have applied for a site.

Garvin, Minn.—The eltr. of the Western Eltr. Co. burned recently, with 12,000 bus. of oats and 4,000 bus. of wheat. The loss is partly covered by insurance. It is reported that the farmers of the vicinity will take advantage of the loss of the eltr. and organize a company to build an eltr. and engage in the grain business.

The first seed special over the G. N. Ry. left Minneapolis on the evening of Mar. 13, making its first stop the next morning at Morris and ending the day's run at Holloway; Mar. 15, Huron, S. D., to Bellingham; Mar. 16, Yankton, S. D., to Ruthton, Minn.; Mar. 17, Russell to Willmar. During the 4 days run stops will be made at 42 towns. The lectures will be given by Professors Andrew Boss, C. P. Bull and E. C. Parker. J. J. Quinn, secy. of the Tri-State Grain Dealers Ass'n, will make the trip.

Duluth, Minn.—The Duluth Board of Trade in its answer to the suit of Attorney General Young, to forfeit its charter for violation of the state anti-trust law, denies that it has a monopoly of the grain trade at the head of the lakes and says that the Minnesota Farmers Exchange has not been denied the privilege of selling grain thru its members. In regard to the Farmers Exchange being denied membership the Board explains that the full membership of 200 has been taken, and that sales of seats can be made only on approval of the directors and vote of the members. The rules of the Board are not for governing or controlling the grain trade, but to govern the private transactions on its own exchanges and the directors have sought to exclude from membership any irresponsible persons, or any one of bad business reputation. Less than 1-6 of the members of the Board are actively engaged in the Duluth grain trade. A separate answer is filed by the individuals named as defendants, which asks for the dismissal of the complaint against them. The case will come up for trial in May.

## MISSOURI.

Pierce City, Mo.—The Pierce City Grain & Eltr. Co. has been incorporated, with \$5,200 capital stock.

Lamonte, Mo.—We contemplate building a 15,000 to 20,000-bu. eltr. this spring.—Lamonte Milling & Grain Co.

Kansas City, Mo.—The Board of Trade has advanced the price of its memberships to \$5,000. The market figure is \$3,500.

Kansas City, Mo.—The Hinds & Lint Grain Co. incorporated, \$50,000 capital stock. Incorporators, S. P. Hinds, W. D. Bedford, C. B. Lint, and others.

The annual meeting of the Grain Dealers Union of Southwest Iowa and Northwest Missouri will be held at 2 o'clock, Mar. 28, at the Johnson hotel, Red Oak, Ia.

Kansas City, Mo.—Jas. Pettit, of the Peavey Grain Co., has purchased the membership of W. S. Nicholson in the Board of Trade. Morris Nicholson, of W. S. Nicholson & Co., retains his membership.

St. Louis, Mo.—Samuel P. Jordan has succeeded F. W. Seele in charge of the grain business of the P. P. Williams Grain Co. Mr. Jordan has heretofore been the principal grain salesman for the firm.

St. Louis, Mo.—The directors of the Merchants Exchange have disapproved the suggestion by the business men's league that the St. Louis Traffic Bureau be placed in charge of 2 commissioners, one appointed by the league and the other by the exchange.

St. Louis, Mo.—The directors of the Merchants Exchange have instructed Secy. Morgan to use the surplus fund in purchasing 50 memberships for cancellation before Dec. 31. An increase was ordered in the charge for supervising weights where an Exchange weigher was not regularly employed.

St. Louis, Mo.—The hypothecation of warehouse receipts is the question involved in the arbitration of the difference between the Carlisle Grain Co. and the Southern Eltr. Co., growing out of the McReynolds failure. A special committee of the Merchants Exchange has been appointed to hear the case.

St. Louis, Mo.—Several newspapers have applied to the Merchants Exchange for the market quotations, which the exchange has offered to furnish to the southwest and southeast. Trade is improving since the Chicago Board raised its charge on grain transactions, and it is that that benefit will be derived from a wider circulation of the quotations.

St. Louis, Mo.—The Pendleton Grain Co. has been organized by R. J. Pendleton and Fred H. Babcock and opened an office Mar. 10 in the Chamber of Commerce building to do a grain business. Mr. Babcock formerly had charge of the business of McReynolds & Co. on the floor of the Board of Trade, Chicago, and Mr. Pendleton was the St. Louis mgr. for the same firm.

Kansas City, Mo.—The Board of Trade voted Mar. 24 on the establishment of a grain sampling bureau. The official sampler will furnish samples to anyone who requests them and will enable receivers to sell grain by sample before the samples taken by the state inspectors reach the floor late in the day. By having a second sample of each car the trade will be enabled to keep a check on the inspection departments of the two states.

St. Louis, Mo.—Announcement has been made by the Wabash Railroad that on April 1 it will abolish the reconignment charge of \$2 a car which it has heretofore exacted on all grain passing through St. Louis market. The St. Louis Traffic Bureau, a joint organization of the Merchants Exchange and the Business Men's League, has been fighting the railroads for a removal of this charge for years. Commission men believe that all other roads will have to follow the lead of the Wabash in removing the charge in order to compete with that road in the handling of that class of freight. About two-thirds of all the grain coming to the St. Louis market is reconsigned to other markets. The number of cars that pass on through to other markets is estimated

to be about 50,000 a year. The saving to the shippers to this market will be about \$150,000 a year. The market itself will gain an equivalent advantage in competition with other markets.—H.

## NEBRASKA.

Phillips, Neb.—D. Sorenson, a feeder, will erect an eltr. for his feed yards.

Stratton, Neb.—Van Petten & Hall and W. G. Morten are doing a scooping business.

Lyons, Neb.—Frank A. Farnum has succeeded Chas. Shaw as agt. for the Peavey Eltr. Co.

Plainview, Neb.—D. J. Kamrar will have charge of the eltr. of the Blenkiron Grain Co.

Leshara, Neb.—The 20,000-bu. eltr. for W. H. Ferguson has been completed by G. H. Birchard.

Omaha, Neb.—The establishment of a hay market is contemplated under the auspices of the Grain Exchange.

Uehling, Oakland P. O., Neb.—The 15,000-bu. eltr. for the Devereux Eltr. Co., of Minneapolis, has been completed.

Louisville, Neb.—The Duff Grain Co. has purchased a site and will build a large eltr. as soon as the weather will permit.

Auburn, Neb.—L. L. Coryell writes that he has not sold his eltr. at Julian to L. G. Chavey as reported in this column Mar. 10.

Danbury, Neb.—The Beaver Valley Grain Co. has been incorporated with \$10,000 capital stock. Incorporators, Samuel S. Graham, and others.

Utica, Neb.—The Foster Grain Co. has leased the eltr. which Tom L. Davies recently purchased from W. M. Boon. Mr. Davies will manage the business.

Davenport, Neb.—The Farmers Shipping Ass'n incorporated, \$8,000 capital stock, to deal in grain. Incorporators, W. M. Vort, H. E. Rowland, and others.

Lincoln, Neb.—The Nebraska Co-operative Grain & Live Stock Ass'n on Mar. 15 elected O. G. Smith, pres.; D. W. Baker, vice-pres.; J. S. Canaday of Minden, secy. and treas.

Merna, Neb.—The Farmers Grain & Supply Co., recently incorporated, has let the contract for a 20,000-bu. eltr. to G. H. Birchard, Fairbanks Engine and Scales will be installed.

Omaha, Neb.—The suit of the Great Western against the Union Pacific for the interchange of cars has been settled out of court, the Great Western being granted the track concessions asked.

Lincoln, Neb.—The filing of answers by the grain firms to the state's original petition has led Atty.-Gen. Brown to ask the supreme court to appoint a commissioner to take additional testimony.

Nickerson, Neb.—The Younglove Construction Co. has recently completed 20,000-bu. eltrs. for the Devereux Eltr. Co. here and at Homer, Bancroft and Oakland on the Ashland extension of the G. N. R. R.

Loup City, Neb.—The Sherman County Grain, Lumber & Livestock Ass'n has been organized by the farmers. The officers are: Chas. M. Snyder, pres.; Chris Swink, vice-pres.; R. D. Hendrickson, secy.; W. H. Hughes, treas.

Winslow, Hooper P. O., Neb.—Two eltrs. have recently been completed at this station by the Nebraska & Iowa Grain Co., with F. O. Wright as mgr., and the E. O. Spielberg Grain & Lumber Co., of which E. O. Spielberg is mgr.



Nebraska City, Neb.—Fred Thomas, an employe of the Duff Grain Co., was seriously injured recently while trying to step over a large belt. He slipped and fell onto the belt, but instead of being carried into the machinery was thrown into a shallow bin.

Juniata, Neb.—The following have been appointed by the Juniata Grain & Livestock Ass'n to secure bids for a 20,000-bu. eltr. to be built by the company: August Anderson, Theodore Siegner and Frank Hughes. The ass'n is operating a 15,000-bu. eltr. at present.

Geneva, Neb.—The Updike Grain Co. has informed the Farmers Eltr. Co. that it will lease the eltr. to the farmers' company on the same terms as those on which the present lease was made, which was given by W. H. Ferguson. The present lease will expire July 1.

Omaha, Neb.—The Nye-Schneider-Fowler Co. has decided to build its 1,000,000-bu. eltr. on the site adjoining the Independent Eltr. and work will soon be commenced on the house and will be pushed as rapidly as possible to be ready to handle the crops of the coming season.

Bladen, Neb.—Ernest Reed, engineer at the eltr. of H. Gund & Co., was discovered early on the morning of Mar. 13 near the belt in the engine room with his head crushed and fatally injured. It is supposed that his glove caught in the wheel or belt and he was thrown against the stone wall.

Omaha, Neb.—Nathan Merriam has compiled a table showing that from many towns to the north that are 100 miles nearer Omaha the railroads are making a discrimination in grain rates of 2 to 4 cents in favor of Minneapolis. The C., M. & St. P. has promised a readjustment of the rates.

Beaver City, Neb.—G. E. Hotchkin, of the Beaver City Mills, will soon begin the erection of a 15,000-bu. eltr. The farmers have organized a co-operative eltr. company and intend building an eltr. in the near future. The officers of the company are: A. Gaddis, pres.; Henry Hester, vice-pres.; C. E. Laverack, secy.; C. E. Freas, treas.

Omaha, Neb.—At a recent meeting of the Millers Club of Nebraska it was decided to form a mutual insurance company for millers, with John J. Bartlett of Omaha as secy. The company will begin business when 40 applications covering \$150,000 have been received. The Club has a movement on foot to form a co-operative bag factory.

Lushton, Neb.—A big loss stares the farmers co-operative eltr. company in the face in consequence of paying too much for grain. The farmers will quit the business after selling the eltr. The auditing committee has been reporting good profits, but an expert recently went over the books and found a loss of \$3,500. The farmers are disgusted.

Omaha, Neb.—Secy. Merchant, of the Omaha Grain Exchange has resigned his position and will be relieved Apr. 1. His successor has not been appointed. Mr. Merchant has been secy. of the Exchange ever since its organization and much of the success of the Exchange has been accomplished thru his services. Mr. Merchant and W. F. Morphy, formerly assistant secy. of the Exchange, will organize a company to buy and develop mining properties.

#### NEBRASKA LETTER.

Omaha—This city has regained its old place as the second primary corn market, held ten months last year, only to

be lost to Kansas City in November and December. In the January report of the Department of Commerce and Labor the table of corn movement shows Omaha second to Chicago and ahead of Kansas City by 500,000 bus.

Omaha—The report that the Great Northern is contemplating an extension thru the Rosebud country and into Boyd county, Neb., is causing much comment among members of the Grain Exchange. Advices come from Norfolk that officials of the road have been talking to Butte business men of the project, and have bought an abandoned grade between O'Neill and Butte. This is regarded as another move against the interests of Omaha's grain trade.

Omaha—George B. Comstock, local representative of Bartlett, Frazier & Carrington, died March 20 at his home in this city, after having been in poor health all winter. The funeral was held the next day, and the doors of the Omaha Grain Exchange were closed thirty minutes during the funeral. Mr. Comstock's place has been taken by T. L. Cockle, who has been transferred by the company from Kansas City.

Omaha—Two candidates are prominently mentioned for the position of secy. of the Grain Exchange. One is A. B. Jaquith, pres. of the Exchange Grain Co., who has been in the grain business all his life and is known as a shrewd rate man. The other is E. J. McVann, commissioner of the Commercial Club. The plan of a number of members of the exchange is to get Mr. McVann to assume the secretaryship in connection with his duties as commissioner of the Commercial Club, relieving him of office management in both places, and leaving him free to attend to matters of transportation, both for the exchange and the club.

Omaha—The \$128,000 damage suit of Tom Worrall against the Nebraska Grain Dealers Ass'n has been settled out of court. Neither Mr. Worrall, nor the attorneys will talk on the subject, but some of them have not the nerve to deny it. The suit, against thirteen of the big eltr. companies of the state, and twenty-six grain men, was begun June 18, 1905, at Blair, and is now in the federal court. Mr. Worrall, who last fall was so eager to have an investigation by the grand jury, does not now say anything. Yet conditions have not changed since ex-District Attorney Baxter announced he intended to have the matter probed.

Lincoln—Attorney General Brown, John J. Sullivan and Jeffries & Howell, attorneys for the state in the injunction case against the Nebraska Grain Dealers Ass'n, have asked the Supreme Court to express itself unequivocally on the legality of the anti-trust laws of Nebraska, or in other words, to explain the opinion it handed down in the "grain case" some weeks ago. The brief filed by the attorneys for the state quotes the opinion as follows: "It is not necessary in this case to determine which of the penalties imposed for violation of the criminal provisions of these statutes are applicable in case of criminal proceedings, or whether or not the 1897 law repealed by implication the act of 1887, or whether the Loomis act of 1897 is unconstitutional, as claimed by some of the defendants, or whether the Junkin act repealed both the 1887 and the 1897 acts." "The last quotation," says the brief, "is at such variance with the syllabus quoted and the import of the body of the opinion, that we re-

spectfully urge the opinion should be modified so as to express a clear and consistent conclusion on the subject."—R. A. M.

#### NEW ENGLAND.

Nobleboro, Me.—John Coombs will build a grain eltr. and grist mill.

Portland, Me.—The Kwill-Washburn Grain Co. incorporated, \$500,000 capital stock, to deal in grain. Incorporators, M. W. Baldwin, pres., and C. E. Eaton, treas.

Salem, Mass.—C. A. Ketchum & Co. are building a 40x100-ft. eltr., which is to be completed by May 1. A spur track from the B. & M. Ry. will extend to the building. Chas. F. Kimball has put his new eltr. in operation.

Boston, Mass.—Three days' more time than the 96 hours allowed in the recent joint circular by the railroads has been granted at a late conference. The original order was that after Apr. 1 freight unloaded in freight houses would be put in store after a period of 96 hours after unloading. The additional time will greatly assist the grain, flour and hay receivers.

#### NEW YORK.

New York, N. Y.—A merger of the Produce and Consolidated Exchanges is talked of.

New York, N. Y.—An auction sale of memberships was held Mar. 14 by the Produce Exchange.

Buffalo, N. Y.—The Corn Exchange will take charge Apr. 1 of the grain business of this city, having leased everything belonging to the grain section of the Chamber of Commerce, also assuming charge of the grain inspection and weighing, which will be conducted along the old lines.

#### BUFFALO LETTER.

The car grain reported for inspection shows a falling off for the first time in all winter. Still there are usually more than 100 cars a day to look over.

The office of E. W. Eames and the Electric Milling & Eltr. Co. is being enlarged by adding the one occupied by Williams & Murphy, who have moved to the floor below.

There has been much uneasiness as to the condition this harbor would be found in when the first lake grain fleets came in, the supposition being that they would get here very early in April, but views have changed lately.

The grain trade is called dull on 'Change, even corn and oats going slow, for some unexplained reason. As to wheat there is very little doing, so that the practice of not quoting it on the regular bulletin seems to be quite proper.

State wheat is moving quite as slow as any from the West, for the roads have been very bad lately, besides the farmers do not like the prices offered and are waiting for more. State millers are offering 80 cents for best red and white now.

No complaint from the inspector's office is made of any corn except that which comes in from Chicago. As a rule it is quite dry and grades high, but there is a lot of wet "poor truck," as some one calls it, coming in from certain Chicago shippers.

It is about time for all eltr. mgrs. to come back to business. When they do the real work of forming the season eltr. pool will be taken up again. There is a possibility of the problem not being so very

easy this time, but maybe the snags in sight can be avoided.

The winter fleet of grain and flaxseed cargoes has been reduced to six or eight and it will not be very hard to get everything out by the middle of April, which is the storage limit. At last report 990,000 bus. of wheat and 804,000 bus. of flaxseed were still afloat.

John H. Ball, who lately joined the Electric Eltr. & Milling Co., after being a coal man all his life, is already beginning to think in bushels and bags instead of tons and hundred weights. His general knowledge of business will help him to get settled in the new line.

John C. Strickland and Edward F. Kuhn, 2 young men who are well acquainted with the local grain trade, are off for Calgary and Edmonton, Alberta, and if there is the chance for enterprising people in the Canadian Northwest they mean to be in on it with the coming season.

The large feed office of Chapin & Co. is expected to locate in the Chamber of Commerce on the first of May. It looks as though the new 13-story addition, which now stands in full frame, with a large amount of brickwork already done, would be taken up very readily as soon as finished.

The Corn Exchange is taking hold somewhat visibly on 'Change and has begun by making preparation for moving the grain bulletin boards to the east wall of the room. This will add very much to the apparent size of the room, which has always suffered very much from the boards being allowed to stand out some distance from the south wall.

Canal boatmen are still very hopeful of a good season, though they do not dare to take any grain for early delivery, as it is quite likely that the request for a very early opening cannot be granted. The usual bad places to mend after settled weather returns are making their appearance. Some grain is offering for shipment, but no rates have been made.

The vessel owners in the lake grain trade were very much interested in the report from the west that there was to be no reduction of car grain rates through from Chicago. It will happen, though, that somehow the roads get all the grain to carry they want. As grain is to move slowly this season, on account of light demand the uncertain rail route ought to be all the more popular. When anything is shipped by lake it arrives at a well understood date, but by rail it comes in at any old time.—J. C.

## NORTH DAKOTA.

Kramer, N. D.—M. B. Kortgard is a scooper.

Dickey, N. D.—Andrews & Gage have reopened their eltr.

Sherwood, N. D.—The Farmers Eltr. Co. has been organized.

Drake, N. D.—The Western Grain & Fuel Co. is scooping here.

Valley City, N. D.—The Acme Grain Co. has succeeded Helm & Co.

Verona, N. D.—The farmers are organizing a company to build an eltr.

Riga, N. D.—Wm. B. Woodman has succeeded Nordmarken & Woodman.

Esmond, N. D.—Mr. Hooper has secured a site and will build a 75,000-bu. eltr.

Windsor, N. D.—The Powers Eltr. Co.

will double the present capacity of its plant.

Jamestown, N. D.—The Monarch Eltr. Co. contemplates extensive repairs on its eltr. this spring.

Drake, N. D.—The Green Eltr. Co. is looking for a site to build an eltr. in a new town 10 miles southwest of Drake.

Overly, N. D.—The Farmers Eltr. Co. has purchased the eltr. of the Gribbin-Alair Grain Co. and will take possession Apr. 1.

LaMoure, N. D.—The farmers have secured a site from the N. P. Ry. and will build a 40,000-bu. eltr. The house will cost \$5,500.

Minot, N. D.—The A. A. Robinson Eltr. Co. will overhaul the eltr. recently purchased from F. A. Roach and install new machinery.

Omamee, N. D.—I have sold my 35,000-bu. eltr. at Kramer to Carry & McDermont and they will take possession Apr. 1.—John Taylor.

Elliott, N. D.—The farmers are talking of building an eltr. at this point, but have not organized as yet.—F. Wiest, agt. Great Western Eltr. Co.

Eastedge, N. D.—The Farmers Eltr. Co. incorporated, \$15,000 capital stock. Incorporators, Emil E. Lindvold, Jens Paulson, A. R. Berland, and others.

Mylo, N. D.—I have left the employ of the Heising Eltr. Co. at Bisbee and have taken a position with the Woodworth Eltr. Co. here.—Chas. Stenson.

Page, N. D.—The Farmers Eltr. Co. at this station is installing a Monitor Warehouse Separator.—Trevor Griffiths, agt. Minnesota & Western Grain Co.

Washburn, N. D.—The Washburn Grain & Land Co. incorporated, \$10,000 capital stock. Incorporators, Daniel Schulz, Paul L. Meyer, Fred F. Roth and Karl Klein.

Hastings, N. D.—The Farmers Co-operative Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, John Norberg, Mike Thornton, Sever L. Reten, and others.

Minot, N. D.—The farmers are organizing a company to build an eltr. and have appointed John Wallin, Bert Solberg, and others, as a committee to secure a site.

Cooperstown, N. D.—N. J. Olsen expects to rebuild his eltr. which burned recently. H. S. Thompson, of Binford, has accepted a position with the Farmers Eltr. Co.

Minnewaukon, N. D.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, H. R. Shellenberger, Geo. C. Hall, Wallace Dycus, and others.

Surrey, N. D.—The A. A. Robinson Eltr. Co., of Minot, will build an addition this summer to the eltr. which Mr. Robinson purchased recently from F. A. Roach.

Garrison, N. D.—The McLean County Farmers Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, P. J. Hester, Olaf Nelson, of Coleharbor, Raymond Hestler, Lewistown, and others.

Hoople, N. D.—The eltr. of the St. Anthony & Dakota Eltr. Co. burned Mar. 12, with 17,000 bus. of grain and a carload of grain on the side track. Loss about \$35,000; partly covered by insurance.

Grand Forks, N. D.—John T. Freeman, mgr. for the Minneapolis & Northern Eltr. Co., has been promoted to traveling superintendent for the company, with Grand Forks as headquarters, altho most of his territory will be in Minnesota.

Cuba, Fingal P. O., N. D.—The Osborne-McMillan Eltr. Co. has closed its eltr. here after a good season's run. The Farmers Eltr. Co. has secured a site for its eltr., which is to be completed in time to handle the fall crop. O. J. Lee, John McIntyre, Richard Adcock, and others, are interested.

Casselton, N. D.—The Chaffee-Miller Milling Co. has made a proposition to build and equip a 1,000-barrel flour mill and a 30,000-bu. eltr. with warehouses here, if a suitable site is tendered for the plant, with a cash bonus. Ex-Governor Miller is pres. of the company, H. F. Chaffee, treas., and Walter Reed, secy.

Fargo, N. D.—Last year's big crops and the demonstrated lack of storage, even with temporary bins and grain piled on ground, have shown the absolute necessity of erecting grain eltrs. and the coming season is expected to see a large increase in the eltr. and storage capacity of North Dakota. The eltr. building campaign has just been begun by the letting of a single contract for 10 eltrs. by a milling company having headquarters at New Ulm, Minn.

## OHIO.

Canfield, O.—Callahan & Neff are building a grain eltr.

Cleveland, O.—The grand jury recently indicted 8 bucket-shops.

Eldorado, O.—Mr. Miller has purchased the eltr. of Chris Lohse.

Pittsburg, O.—Mr. Arnet has purchased the new eltr. of Ed. McCue.

Cleveland, O.—The organization of a grain and produce exchange is talked of.

Cincinnati, O.—The Standard Hay & Grain Co. will build an addition to its large eltr.

Amanda, O.—G. W. Ruff has succeeded Ruff & Huston, having purchased the interest of his partner, A. E. Huston.

Cincinnati, O.—Wm. Schepers and Chas. F. Hoffman have been admitted to membership in the Chamber of Commerce.

Cleveland, O.—Lewis E. Smith of the Cleveland Brokerage Co. recently pleaded guilty to conducting a bucket-shop and was fined \$350.

Toledo, O.—H. R. Klauser has returned from Duluth, Minn., where he purchased a large quantity of damaged grain from the Peavey Eltr. fire to be treated by the Toledo Salvage Co.

Circleville, O.—Chas. M. Rife has purchased the eltr. of Harry D. Jackson, which has been under lease to the Crites Mill Co. for the past year with Mr. Jackson as mgr. Mr. Jackson has accepted a position with the Ohio Cereal Co.

Arcadia, O.—The eltr. of E. R. Huss, which is operated by Sneath & Cunningham, was damaged Mar. 14 by a fire which is supposed to have been started by a spark from a passing locomotive. The loss is about \$100 on building and contents.

Columbus, O.—Chas. O. Peters has been appointed state agent and inspector for the Grain Dealers National Mutual Fire Insurance Co., of Indianapolis, Ind. The manager for Ohio will be J. W. McCord, who is vice pres. of the company.

Springfield, O.—John W. Burk of the Ansted & Burk Co., millers, of this city, has been elected pres. of the Millers National Federation, that largest and strongest organization that the milling and grain trade has ever accomplished.



Archbold, O.—Aaron Levy, who was engaged in the grain and seed business here for 40 years, died Mar. 9 at Dallas, Tex. Mr. Levy was one of the proprietors of the Oswald Milling Co. and was at one time a member of the Toledo Produce Exchange.

Columbus, O.—The firm of Cummins & Cratty has been formed by Chas. J. Cummins and Arthur H. Cratty to do a general grain and hay shipping business, with office at 38 Clinton building. Mr. Cummins has been with Tingley & Wagner and Tingley Bros. for the past 18 years.

Columbus, O.—The railroad commission bill that passed the house is now before the Ohio senate; and every grain shipper in the state is urged to write his senator to vote for its passage. This is one of the best railroad commission bills ever introduced in any legislature and superior to some in force in other states.

Weston, O.—L. L. Cass writes regarding the fire that destroyed his eltr. at Farnham siding that the drier was in operation at the time and was the original cause of the fire. The fire started at 10 o'clock a. m. The drying plant was in a frame building built first, situated across the side track and was fully 24 ft. from the eltr.

Cincinnati, O.—The directors of the Chamber of Commerce on Mar. 6 decided to reorganize the grain inspection office, making it a bureau with the personnel on a salary basis. Hitherto the chief inspector has received the fees and paid the deputies. A number of improvements will be made. The arrangements are in charge of a committee consisting of Harry H. Hill, O. G. Fetter and Henry B. Brown.

Columbus, O.—The third annual meeting of the Ohio Shippers' Ass'n will be held in this city Mar. 27 at the Great Southern Hotel. The morning session will begin at 10 a. m. and the afternoon session at 1:30. Officers will be elected and five members of the executive committee. An informal discussion will be had of all matters pertaining to the welfare of the work. This is the largest body of organized shippers and receivers in existence and the only one officially recognized and treated with by the railroads. Therefore a responsibility rests on every member to attend the annual meeting if possible to insure the continued success of the ass'n. The work in hand is of great importance.

Toledo, O.—The Produce Exchange on Mar. 23 adopted the following schedule of commissions: The commission for buying and selling wheat, corn, oats and rye, in car lots, shall be not less than  $\frac{3}{8}$ ¢ per bu. In cargo lots of not less than 20,000 bu., commission shall be  $\frac{1}{4}$ ¢. Grain delivered on contract and re-sold here is subject to commission of  $\frac{1}{4}$ ¢, and when grain is delivered and shipped out, commission shall be  $\frac{3}{8}$ ¢. For future delivery, commissions shall not be less than  $\frac{1}{4}$ ¢, excepting 1,000-bu. lots, which shall be  $\frac{3}{8}$ ¢. Where trades are made in other markets the commission charged shall not be less than charged in such markets. Commissions for buying and selling clover and alsike seed shall be 1 per cent., with a minimum charge of 50 cents. For futures of clover and alsike  $\frac{1}{2}$  per cent. shall be the commission. The commission on timothy and other seeds not mentioned above shall be  $\frac{1}{2}$  per cent. for car lots and 2 per cent. for less than car lots, with a minimum charge of 50 cents. It is understood and agreed that the selling price shall be the basis for commis-

sions on trade for future delivery. Penalty for violation of above is expulsion.

#### TOLEDO LETTER.

Van Wert, O.—The Pierce Grain & Hay Co., capital \$30,000, was incorporated last Friday by C. F. Pierce and others.

Columbus, O.—A long and short haul bill, regulating railroad rates, was passed by the state legislature within the past two weeks. The bill provides that the attorney general may bring suit to recover a penalty in case of his being notified of violations of the law.

Tiffin, O.—Nathaniel E. Loose, hay and grain dealer, has filed a voluntary petition in bankruptcy in the U. S. district court at Toledo. Liabilities, \$25,983; assets, \$2,225. Only \$800 of the debts are secured, and \$22,293 are in notes and bills, which ought to be paid by parties going security.—H. D.

### OKLAHOMA

Retta, Okla.—The Arkansas City Milling Co., of Arkansas City, Kan., has purchased the eltr. of Vandenburg Bros.

Oklahoma City, Okla.—The Higgins-Roberts Grain Co. incorporated, \$10,000 capital stock. Incorporators, J. M. Higgins, W. N. Julian and C. C. Roberts, all of Lone Wolf.

### PENNSYLVANIA.

Norristown, Pa.—Geo. D. Wilson, bucket-shop operator, was fined \$100 and given two months in jail recently for embezzling \$500 of a victim's margin.

Altoona, Pa.—A commission firm that bot two tons of feed for its own horses has been prosecuted by the state for adulteration, the chemical analysis not coming up to the law. The firm has appealed from the fine. A law that possesses such possibilities of persecution shud be amended or repealed.

Philadelphia, Pa.—The Pennsylvania R. R. Co. contemplates erecting a modern grain eltr. to care for the grain received in this market. During the last season the business has been blocked by lack of eltr. facilities. The old plan of scooping grain from car to eltr. boot will give way to an up-to-date house.

#### PHILADELPHIA LETTER.

L. G. Graff, the head of the exporting grain firm of L. G. Graff & Sons, is housed up in his Riverside, N. J., mansion, with the "grippe."

Director James Hancock of the Commercial Exchange is in Europe combining business with pleasure, and looking after the foreign grain correspondents.

Grain exporters of this city are very indignant over recent delays by the transportation companies and claim to have lost thousands of dollars through the lack of accommodation.

The grain committee of the Commercial Exchange has established grades for macaroni wheat in order to facilitate its shipment abroad. Minnesota has begun to ship several hundred thousand bus. for export to Italy, and 60,000 bus. have already reached this port.

Howard McMullin, a young hay, feed and grain sprinter, after a half year's business, has succeeded in becoming indebted to some of the leading receivers of this city to the amount of \$12,000, in items of from half that sum to several hundred dollars. Large liabilities and very small assets.—S. R. E.

### PITTSBURG LETTER.

Demand is fair for all good grades of hay. Wintry weather has increased consumption.

The dullness in the rye situation has been emphasized by the shutting down of one distillery.

Western advances in shelled corn have given strength to the local market. Demand is fairly active.

Buyers are afraid of bulk feed on account of the law requiring an analysis tag on each bag, with heavy fine for failure to comply with the law.

Ear corn is in good demand and receipts are light. Good, clean, yellow ear is wanted and may be shipped safely. Machine-husked suffers in comparison with hand-husked. Quite a number of cars have been rejected recently on account of the husk.—C. H.

### SOUTH DAKOTA.

Miller, S. D.—Chas. Thomson has purchased the eltr. of Geo. P. Sexauer and will take possession May 1. Several years ago Mr. Thomson had charge of the eltr. of G. W. Van Dusen & Co.

Carthage, S. D.—The eltr. of J. T. Scroggs burned Mar. 15, with about 20,000 bus. of grain, mostly wheat. The brick engine house and the gasoline house were saved. It is believed that the loss is nearly covered by the insurance.

Blunt, S. D.—The Irwin Grain & Land Co. commenced business Jan. 1, 1906, with J. S. Irwin pres. and S. E. Trask, secy. and treas. Mr. Irwin has been in the grain business here for a number of years and I am not new to the business.—S. E. Trask.

Willow Lake, S. D.—The Cargill Eltr. Co. has purchased for about \$50,000 the eltrs. and lumber business of C. H. Chase at Willow Lake, Bancroft, Rauville and South Shore. F. E. Pay, who has had charge of the local eltr., will remain as mgr. for the new owners.

Frederick, S. D.—All the buying and shipping here is done by line houses. Farmers are shipping lots of grain themselves, in fact all those that live close enough to town to load a car, do so. It is making quite a hole in the grain business. This has been a good year for eltrs. as grain of all kinds has been good.—Mgr. Frederick Milling Co.

### SOUTHEAST.

Suffolk, Va.—A peanut storage warehouse of 50,000 bags capacity will be built of brick by the Suffolk Feed & Fuel Co. on the N. & W. R. R.

### TENNESSEE.

Memphis, Tenn.—T. B. Jones & Co. have contracted with Fred Friedline for a 100,000-bu. cribbed eltr. to adjoin the Poston Warehouse, which they have bot. The new house will be ready to handle the new crop. The location of the house is ideal as it is accessible to the I. C., Yazoo & Mississippi Valley and the belt line of the Union Ry. Co.

#### NASHVILLE LETTER.

Allisonia, Tenn.—The Allisonia Mills of this place have ordered a new 60-barrel mill.

Jellico, Tenn.—The citizens of Jellico are making efforts to induce the establishment of a mill and eltr.

Nashville, Tenn.—The boiler in the

flour and grist mill of Paul Mills, near Brandenburg, Ky., exploded recently, demolishing the plant and injuring seven people.

Nashville, Tenn.—The Nashville Grain Exchange reports the following stocks on hand: wheat, 230,820 bus.; corn, 252,700 bus.; oats, 211,190 bus.; barley, 28,000 bus.; rye, 4,500 bus.

Nashville, Tenn.—The Cumberland river is a means by which a great deal of the grain is being brought here. Every day sees a big cargo come down from Ohio and upper Cumberland river points. The grain is going to the southeast.

Nashville, Tenn.—Sam. G. Douglass of the Nashville Grain Exchange, a director of the Nashville Board of Trade, has just returned from Mt. Pleasant, Tenn., where he, with Messrs. Leland Hume, and E. S. Shannon, addressed the commercial organization of that city in the interest of a Tennessee State Board of Trade.

Mr. Shofner, of Neil & Shofner, has the following to say: "Wheat markets have been in a rut, with prices tending downward for the past thirty days, and it seems there has been no life or snap to the trade, though for the past two days there has been a very decided change for the better, and I believe it is only a question of time until we will have a firm market, with better prices all along the line. Soft red winter wheat is very scarce in this section. Pure No. 2 soft winter wheat is worth 95 cents, while that mixed with hard or poorer grades is not sought. The same can be said about corn, tho the decline and dullness has not been so pronounced. From the indications of the past few days we will have a better market on all sorts of grain. The southeast and southern country will need a great deal of grain as a big cotton acreage will be put in, and I look for a good trade."—R. N. C.

## TEXAS.

La Grange, Tex.—Hugo Ehlers recently sustained a heavy fire loss.

Houston, Tex.—Humphreys, Godwin & Co. are out of the grain business.

Childress, Tex.—J. R. Scott has retired from the H. W. Smith Grain Co.

Kosse, Tex.—The Kosse Hardware Co. has succeeded the Kosse Brokerage Co.

McKinney, Tex.—The J. B. Knott Grain Co. recently sustained considerable loss by fire.

The boll weevil has made enuf trouble for oats shippers during recent years to entitle it to a long rest.

San Antonio, Tex.—Lee Patrick is trying to do a grain commission business under the style of F. R. B. Commission Co.

Port Arthur, Tex.—J. C. Gilhan, formerly superintendent of Eltr. A, has been appointed grain inspector of the local Board of Trade.

Abbott, Tex.—W. S. Howell has refused to pay an award of the Arbitration Comite of the Texas Grain Dirs Ass'n altho he admits it is right.

Godley, Tex.—The Godley Mill & Eltr Co. incorporated, \$15,000 capital stock. Incorporators, B. B. Robinson, J. W. Lowder, John R. Beaver, W. H. Griffith, and others.

Houston, Tex.—The leading rice millers of the state held a meeting at this city recently and formed the Texas Rice Millers Ass'n, with Bernard Brown as secy. Jonathan Lane is pres.

New members of the Texas Grain

Dealers Ass'n are Honaker & Woodall of Mineral Wells, Kosse Hardware Co., Kosse, Smith Bros. Grain Co., Fort Worth, and D. T. McMahon, Savoy.

Honey Grove, Tex.—The Galbraith Milling Co. has started up full time again, after being idle 6 months on account of moving entire plant from old location to a new site on the G. C. & S. F. Ry.—L. C. Hill.

Fort Worth, Tex.—The business of the Texas Grain & Flour Co. for the past season has been wound up. The charter will be retained in the event it shud again be necessary for the Texas millers to conduct a wheat purchasing agency.

Members of ass'ns who make public information regarding irresponsible or unfair dealers which has been sent them by the Sec'y as a privileged communication can not give publicity to such information without becoming personally liable. Let others desiring such information join the Ass'n & help pay for its collection.

Wichita Falls, Tex.—The Hardin Grain & Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, J. G. Hardin, W. C. Heath, R. M. Moore, A. M. Walker and D. E. Thomas, all of Wichita Falls. The Wichita Falls Mill & Eltr. Co. has let the contract for the erection of 2 steel storage tanks, each having capacity for 50,000 bus.

Fort Worth, Tex.—Secy. H. B. Dorsey of the Texas Grain Dealers Ass'n has issued an appeal to farmers to raise more corn and wheat in place of cotton. Mr. Dorsey says: If it pays to raise nothing but corn in Illinois and Iowa and parts of other northwestern states and ship it for export, then will it not pay us down here to raise more corn, as our corn comes in much earlier than in any other state and we can get good prices for it? I trust to see the Corn Raisers Ass'n of Texas take this matter up and consider it and act on it, as well as many other important matters they are handling, and the quicker they do it the better for all concerned.

## WASHINGTON.

Wilsoncreek, Wash.—A company to build and operate a farmers' eltr. is being organized.

Tacoma, Wash.—The Farmers Grain & Supply Co. has purchased the warehouse of the Northwestern Warehouse Co.

North Yakima, Wash.—The Barnes Grain & Feed Co. incorporated, \$8,000 capital stock. Incorporators, M. G. Barnes, W. A. Barnes and others.

Oakesdale, Wash.—The firm of Gray & Gray, of Oakesdale and Palouse, has been dissolved. Gray Bros. will succeed the firm at Palouse, while the old firm, Gray & Gray, will be continued here.

Hatton, Wash.—The Kerr-Gifford Co., of Portland, has secured a site and will build a warehouse this spring. The Farmers Grain & Supply Co., of Spokane, has applied for a site on which to build a warehouse.

Harrington, Wash.—The Everett Grain & Warehouse Co. will build a 60x150 ft. warehouse adjoining the warehouse of the Seattle Grain Co., both houses to be under one roof making the building 60x320 ft.

Davenport, Wash.—The Washington Grain & Milling Co. has succeeded the Seattle Grain Co. only on the central Washington branch of the N. P. Ry. The Seattle Grain Co. still operates on the

main line of the N. P. and G. N. Rys. in this state.—W. O. Mansfield.

Sprague, Wash.—The Farmers Grain & Supply Co. will tear away the west 100 ft. of the warehouse recently purchased from C. L. Fish and build an eltr. on the site. The bulk of the grain will be handled in sacks and therefore the larger portion of the warehouse will be allowed to remain. E. M. Dinsmore is the local mgr. for the company.

## WISCONSIN.

Cetek, Wis.—The farmers will build a warehouse.

Superior, Wis.—The Smith-Alvord Co. has discontinued the grain business.—Thos. G. Alvord.

Ashland, Wis.—The committee of the Minnesota Farmers Exchange has made a favorable report on the building of a terminal eltr. at this city.

Superior, Wis.—A drier to handle 700 bus. per hour has been installed in the Republic Eltr. to treat the damaged grain from the burned Peavey Eltr.

Milwaukee, Wis.—The new commission rules of the Chamber of Commerce are now in effect. On sales to arrive the charge is 1c per bu. on wheat, barley and rye; ½c on corn and oats.

Superior, Wis.—The Wisconsin Grain & Stock Co. incorporated, \$25,000 capital stock, to do a general grain, commission and stock brokerage business. Incorporators, H. L. deForest, Claude Luse and Henry P. Ernberger.

Manitowoc, Wis.—The Wm. Rahr Sons' Co., maltsters, contemplates building 12,000-bu. eltrs. at Francis Creek, Maribel and New Denmark, towns on the new extension of the C. & N. W. Ry. north of Manitowoc. The houses will each be equipped with a leg and gasoline engine.

Waupun, Wis.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock, to do a co-operative business in cereals, flour and feed. Incorporators, H. B. Landaal, W. D. Pattee and E. A. Marsh. This town already has 2 eltrs. operated by the Wisconsin Malt & Grain Co. and L. P. Kohl.

Milwaukee, Wis.—Officers of the Millers National Federation held a conference at this city Mar. 15 to talk over plans for the convention to be held here June 20-22. The Fabst Theater was selected as the meeting hall and the hotel Pfister as headquarters. Nearly 2,000 millers are expected to be present.

Superior, Wis.—The city is about to bring suit against the grain eltr. companies to collect about \$25,000 alleged to be due as back taxes on grain. It is about time the city authorities ceased annoying the eltr. companies with baseless suits for taxes on grain. The courts have decided again and again that grain in transit is not taxable.

Superior, Wis.—The suit of the Globe Eltr. Co. against the Wisconsin Grain & Warehouse Commission, which was to have been heard Mar. 12, has been postponed until Mar. 26. In the meantime the Superior inspectors are grading grain consigned elsewhere than to the Globe Eltr. Co. and the Barnum Grain Co. The suit of Gregory, Cook & Co., proprietors of the Commander Mill, against the Commission, is in another court. The Great Northern Ry. on Mar. 15 filed a cross bill in the suit of the Globe Eltr. Co. against the Commission contending that Wisconsin inspection is not applicable since the grain traffic is interstate. The



inspection of the vast quantity of grain in store into vessels at the opening of navigation will swell the revenues of the Commission.

Milwaukee, Wis.—The directors of the Chamber of Commerce passed a resolution recommending an advance in the commission rate to  $\frac{1}{4}$ c per bu., making the charge the same as at Chicago; but rescinded the resolution on learning that the directors of the Chicago Board of Trade had unanimously recommended a rule that forbade members of the Chicago Board from doing business on the Milwaukee Chamber under penalty of expulsion. The prohibition is to apply against Milwaukee as long as the Chamber continues to make contracts based on the delivery of grain at Chicago. The eltr. capacity at Milwaukee is so limited that it is absolutely impossible to transact a large business in futures without utilizing the storage capacity elsewhere; and there is some talk of making the Minneapolis eltr. certificates tenderable on Milwaukee contracts, but this would take away the parity with Chicago quotations. Shud the Chamber cease trading on Chicago certificates it will give up nearly the entire foundation for its recent prosperity and shud it continue to deal in Chicago grain it will have a fight with the Chicago Board. The rescission of the advance to  $\frac{1}{4}$ c indicates that the Chamber will fight back. Shud the commission be cut still further to one-sixteenth cent per bu. by the Chamber it will deal the Windy City exchange a body blow.

#### MILWAUKEE LETTER.

One hears here of a large crop of durum wheat which has been marketed this season and is now being made into Italian macaroni far from its native soil, but very little of it appears to have passed through Milwaukee en route to the Mediterranean.

The plans for widening the river channels here and constructing turning basins, which will open up a large water frontage to vessels of the largest type, have just been completed, after several years of "adjusting" by and between city officials, government engineers, the railroad companies and property owners with riparian rights. These improvements will open a large number of eltr. sites in the Menomonic basin—a fact which will undoubtedly be taken advantage of by at least one company for the erection of a modern house. A deal which was nearly consummated some time ago is understood to have failed for lack of a proper site.

The selection of Chicago as the meeting-place for the next annual convention of the Grain Dealers National Ass'n is naturally pleasing to the members of this Board, who still take an interest in the affairs of that organization, and it is quite generally felt that the acknowledged center of the grain trade should have the headquarters restored to it. Toledo has admittedly been the scene of the greatest activity on the part of those who guided the ass'n thru the perils which beset it early in this season, but that city is too far from the great fields of production to make it desirable as the permanent home of a national association.

At the forthcoming annual election of the Chamber of Commerce, Pres. B. G. Ellsworth; first Vice-Pres. G. H. D. Johnson; second Vice-Pres. Wm. E. Waugh; Secy. and Treas. W. J. Langson, Weigher J. O. Clapp and Inspector F. D. Hinkley will be elected, as there are no candidates in the field to oppose them. Robert Eliot, Robert Nunnemacher and

M. G. Rankin, whose terms expire this year, will also be chosen again as directors. No administration of the local Exchange has made a better record than the one now in control and there seems to be absolutely no complaint from any quarter—a fact which is remarkable, considering the prevalence of "kickers" in every organization.

The new commission rules recently adopted by the Chamber of Commerce and which are now in force, are as follows: Receiving and selling on arrival, to arrive or for some deferred month's delivery, wheat, barley or rye, 1c per bu.; corn or oats,  $\frac{1}{2}$ c per bu.; millstuffs, mill and eltr. screenings or flax screenings, 25c per ton; speltz, ground feed or hay, 50c per ton, but the minimum rate shall be \$5 per car. On a sale to arrive, where delivery is not made by the seller or shipper, one-half of the above commission rate shall be charged for any unfilled portion of such sale, whether said sale is refilled by a re-purchaser in settlement of the buyer, or by the purchase in the market of the necessary amount of grain or commodity.

The failure of a large eltr. company operating in the Northwest, which has shipped many millions of bus. of grain to this market, is pointed to here as an example of the danger of expansion beyond what the legitimate growth of the business would warrant. Much regret is felt for the misfortune of the hard-working and really able people who composed this concern, but it is not known to have taken the form of financial assistance. Instead, there is a fear that other companies similarly situated who have been conducting large operations on comparatively small capital will eventually meet with the same fate. The grain business has been considerably overdone by many of the so-called "fine companies," which, in the homely language of the rural proverb, "have bitten off more than they can chew."

This season has been a very good one from the traveling men's point of view, at least so far as those working for Milwaukee receiving houses are concerned, for the results of their calls have been more than commonly in evidence. This is due largely to the heavy movement of coarse grains, which, being sold mostly by sample, have made good subjects for special pleading. In the case of grain sold by grade, such as standard grades of wheat, shippers have only to watch and compare the quotations made from the various markets within their reach; but prices obtainable for barley, as an example, vary so much according to special conditions of supply and demand that the traveling man who keeps constantly in touch with the market is a valuable counselor to the country grain dealer. He cannot afford to be otherwise than accurate in his statements, either.—C. T.

The salesrooms and storehouse of Warren W. Rawson & Co., seedsmen of Boston, Mass., were burned Mar. 23. Loss, \$100,000.

The market for cane seed at Wichita, Kan., has been declining owing to light demand. The offerings are very light at present, but ample for present needs.

To protect the farmers the Ohio Experiment Station offers to examine alfalfa seed for adulteration with plaitain, dodder or other weed seeds. Half ounce samples of the seed to be examined shud be sent to the botanist of the experiment station, Wooster, O.

## Seeds

Barley for seed is reported scarce and high at Greensburg, Kan., by J. M. Clark, agt. for J. B. Hupp & Co.

The clover seed crop of Illinois in 1905 was sold at the highest average price ever reported, \$6.15 per bu., says W. C. Garrard, secy. of the state board of agri., but the crop of 29,913 bus. was the smallest on record. The biggest crop for about 30 years past was that of 1897, which sold at the lowest price on record, \$3.15 per bu. That year's crop was 193,500 bus.

Seed exports during the 7 months prior to Feb. 1 were 1,456,098 pounds of clover seed, 1,808,253 bus. of flaxseed, 5,103,831 pounds of timothy seed and other grass seeds, valued at \$167,288; compared with 8,526,724 pounds of clover seed, 1,053 bus. of flaxseed, 10,271,793 pounds of timothy seed and other grass seeds, valued at \$211,810, for the corresponding months of 1904-5, as reported by O. F. Austin, chief of the bureau of statistics.

Grasses of all kinds are doing well in Kentucky, except clover, reports Hubert Vreeland, commissioner of agri. The clover, however, that survived the summer and fall has stood the winter in good shape and promises a good crop the coming season. More clover than usual was sown in Ballard county. In Caldwell county clover seems to be a thing of the past; always get a good stand in the spring, but there is none left by frost. The farmers in Logan county are trying to find something to make up for the clover failure, altho much clover seed is being sown. The average condition on Mar. 1, compared with 1905, was 86.

Seed receipts at Chicago during the week ending Mar. 24 were 764,266 pounds of timothy seed, 224,616 pounds of clover seed, 87,785 pounds of other grass seeds and 29,900 bus. of flaxseed; compared with 2,562,870 pounds of timothy seed, 40,420 pounds of clover seed, 817,400 pounds of other grass seeds and 48,900 bus. of flaxseed for the corresponding week of last year. Shipments for the week ending Mar. 26 were 437,648 pounds of timothy seed, 88,955 pounds of clover seed, 1,246,064 pounds of other grass seeds and 1,821 bus. of flaxseed; compared with 468,575 pounds of timothy seed, 52,104 pounds of clover seed, 1,328,446 pounds of other grass seed and 2,102 bus. of flaxseed for the corresponding week of 1905.

Hamburg, Germany, Mar. 6.—The European crop in alsyke has disappointed as to quality and quantity, and during the last few weeks large quantities had to be imported from Canada at rising values. We expect a further good demand for that article as well as for timothy; very little of that stuff has been brought in this year to our side from your country, but altho there is still a large stock from the year before we shall have large requirements. Alfalfa has considerably risen since our last offer. Stocks are very small, especially fine grades are very seldom found. Market is very firm with a strong upward tendency. Red clover supplies suddenly ceased and interior dealers raised their prices  $\frac{1}{4}$ @ $\frac{1}{2}$  cent per lb. Stocks are everywhere limited. We consider the situation of that article as safe and this the more as Great Britain, now buyer, is obliged to buy now in our market.—R. Liefmann Sons' Successors.

## Clover Seed Recleaning Process.

In the process of separating clover seed from buckhorn seed invented by Shirl Herr of Lebanon, Ind., advantage has been taken of the difference in the surface coating of the two kinds of seeds to effect their separation. Buckhorn seed has a coating that becomes mucilaginous or viscid and adhesive when moistened.

Buckhorn seed is the produce of a species of plantain and is the most notable example of the seeds of certain noxious weeds of practically the same size and shape and specific gravity as clover seed, and therefore difficult to separate. Efforts have been made to separate buckhorn

The clover seed to be recleaned is contained in the hopper, 14, the discharge on the belt being controlled by the small feed roller. The seed is moistened by water fed to the belt from the tank by the roller, 6, and the wet seed is carried around between the two belts, until swept off by the rotary brush, 18, upon a bed of sawdust traveling down the reciprocating screen. This screen is supplied with sawdust from the hopper, 30, and is clothed with a wire mesh just large enough to allow a clover seed to pass thru freely. The screen frame has a double bottom forming a steam jacket, which heats and dries the clover seeds.

The buckhorn seeds, being mucilagi-



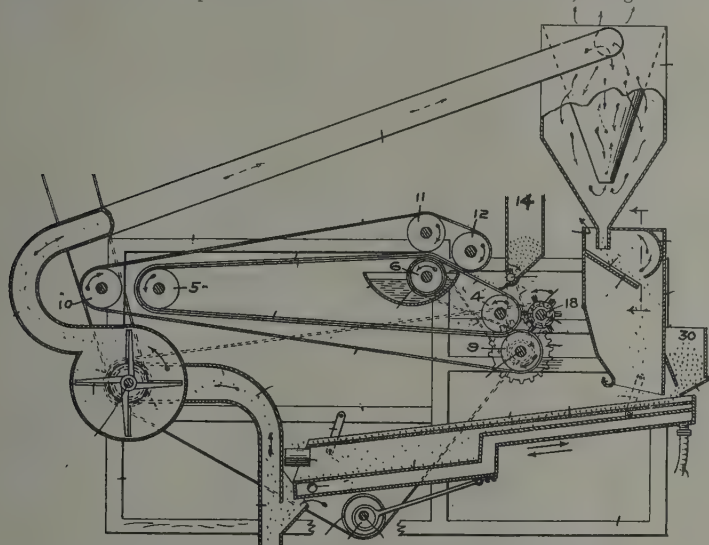
## The Minster Machine Company, Minster, Ohio

Mfrs. of the Minster Friction Clutch Pulley Friction Cut Off Couplings; Friction Clutches with extended sleeve, to which wood split pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.

## SPEAR MAILING ENVELOPES

will carry your samples of Grain, Seeds and Flour safely to destination. The best envelope made, costs no more than others. WRITE FOR SAMPLES AND PRICES

Heywood Mfg. Co., Minneapolis, Minn.



Wet Process of Separating Buckhorn from Clover Seed.

from clover seed by pressing the mixture to be cleaned against a dampened belt, which causes the buckhorn to adhere to the belt. By drying the belt the clover seed will drop off by gravity or may be removed by slightly jarring or brushing the belt. This requires a preliminary drying of the belt, which is difficult of accomplishment where quick operation is required in any commercial process.

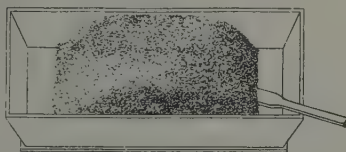
The purpose of Mr. Herr's invention, on which he has been granted letters patent No. 813,890, is to hasten the process of separating the seeds by dispensing with the belt drying operation and by providing an inexpensive substance which when moistened will collect the buckhorn seeds and will be readily separable from the clover seeds, to be thrown away or otherwise disposed of.

The elongated frame shown in the engraving herewith has a drum, 4, near one end, and at the other end a drum, 5. Near drum 4 is a drum, 6, partially submerged in a tank of water. The drum 6 is covered with felt or other absorbent material. An endless belt of stout canvas travels on the drums 4, 5 and 6. Drum 9 is mounted in a frame under drum 4, and 10 is a drum mounted at the other end of the frame. Drums 11 and 12 are mounted above drum 6. A second belt of canvas travels from drum 9 back around drum 5, to and over drum 6, around drum 12, over drum 11, around drum 10 and around drum 9. The two belts are in contact from the point where they come together between drums 6 and 11, until they separate between drums 4 and 9.

nous, adhere to the sawdust, can not pass thru the mesh, are carried down and deposited up on a carrier apron and removed from the machine. The clover seeds drop into the air current created by the fan.

## Method of Separating Buckhorn from Clover Seed.

Samuel P. Glunt of Union City, Ind., was recently granted letters patent, No. 813,495, on a method of separating buckhorn and plantain seed from clover and alfalfa seed.



Separating Buckhorn from Clover with Sawdust.

Dampened sawdust is mixed with the impure seed, which is then spread on a canvas or tight floor to partially dry. The seed is then passed thru a screen, spread out to dry and finally passed thru a fanning mill.

The engraving herewith shows the mixing box and mass of seed and sawdust.

While Illinois was covered with a foot of snow a settler on Willow Creek, Alberta, Canada, seeded 16 acres of wheat, Mar. 16. Not all of the Canadian northwest is the frozen region we imagine.

## "THE KNICKERBOCKER" CYCLONE!

Gives Your Cleaners

## FREEDOM



Pat. Aug. 29, 1905.

## GRAIN MUST HAVE AIR

THE KNICKERBOCKER CO,  
511 Liberty Street, JACKSON, MICH.

## CLAIMS AND ADJUSTMENTS

ANY KIND. ANYWHERE.  
NO CURE, NO PAY.

Write us about your unadjusted claims.

### REFERENCES:

National Bank of Commerce,  
First National Bank,  
Any member K. C. Board of Trade.

Kansas City Adjustment Co.  
206 Kemper Bldg., - Kansas City, Mo.



## Grain Carriers

Opening of the Erie Canal is to be delayed until May 1.

Canadians are building a grain steamer at Collingwood with a capacity for 320,000 bus.

The Omaha road has let the contract for an 18-mile branch from Hartington to Aten, Neb.

An extension of the Missouri Pacific 70 miles from Iuka, Kan., is to be built to Dodge City.

Five cars loaded with grain were wrecked recently at Minneiska, Minn., on the C., M. & St. P.

Nearly 20,000,000 bus. of grain is in store at the head of the lakes awaiting the opening of navigation.

Work is to begin at once on the 50 miles of the Indianapolis & Louisville from Quincy to Victoria, Ind.

More than 5,000,000 bus. of grain has been taken off the new line of the Soo road in North Dakota since Dec. 1.

Contract has been awarded for 11 miles of the 105-mile extension from Watertown, S. D., northwest thru Aberdeen by the M. & St. L.

The Lorain Southern Railroad, recently organized by Jos. Ramsey, Jr., has let contracts for construction of 55 miles south from Lorain, O.

The Northern Pacific will build a branch from Pasco to a point opposite Riparia, tapping the Camas Prairie and the Nez Perce reservation of Idaho.

Navigation is to open earlier than ever at Fort William, Ont.; and the steamer Newmount is being made ready to be the first grain boat to leave about the middle of April.

Contracts have been let for the construction of the Utah and California sections of the Western Pacific that complete the Gould system from Baltimore to San Francisco.

The Canadian Pacific has let a contract providing that the 80-mile extension of the Pleasant Hills branch from Strassburg to Saskatoon, N. W. T., be completed by Aug. 15.

The Senate is still considering amendments to the rate bill. Mr. Bailey offered his amendments Mar. 21 and other speakers on the rate bill that day were Dilliver, Tillman, Patterson, Heyburn and Knox.

Hollis H. Price, formerly of the Barton-Price Co., Louisville, Ky., who pleaded guilty to the charge of falsifying weights and conspiracy to violate the interstate commerce laws, on Mar. 13 was fined \$1,025.

The Dominion Transportation Commission recommends the erection of additional grain storage at Georgian Bay ports. This is the weak point in the transportation of wheat from Manitoba farms to the sea.

Cold weather at the Sault the last half of March is keeping the ice solid and will postpone the opening of navigation several days later than looked for early in the month. Still the ice is not so thick as a year ago.

The Lakes to the Gulf Deep Waterway

Ass'n was formed Mar. 21 at Washington; and a convention will be called for Nov. 15 and 16 at St. Louis, to work for 14 ft. depth of water between Chicago and St. Louis.

For refusing to pay a shipper reciprocal demurrage amounting to \$68 the Louisiana Western road recently was fined \$500 by the Louisiana Railroad Commission. The road failed to furnish cars as requested by the shipper.

Traffic officials of Atlantic and Gulf lines held a conference at Chicago Mar. 21 to consider a settlement of the grain differential but the eastern roads failed to have a full representation, and a meeting will be held next week.

A session of the Interstate Commerce Commission was held at Davenport, Ia., Mar. 14 to consider complaints, one of which was by Geo. D. Henry, grain dealer at Fairfield, Ia., of illegal discrimination in rates for the shipment of corn from Wathena, Kan., to Postville, Ia.

One of the best wheat soils in Canada will be tapped incidentally to the extension of the Canadian Northern to Hudson's Bay. This is the Carrot River country, reached by the 92 miles of road to be built this year from Etoimian on the Prince Albert branch, northeast.

No reduction of the rates on grain from Chicago east will be made to compete with water rates on the opening of navigation, if the resolution taken by the eastern traffic officials at their Chicago meeting of Mar. 15 holds good. The reduction was favored by the New York city lines and opposed by the Pennsylvania.

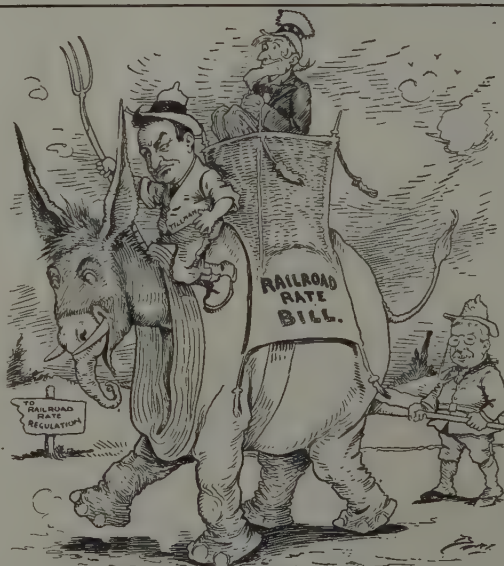
A decision of far-reaching importance in the prosecution of railway corporations for violating law was given by the Supreme Court of the United States Mar. 12. Justice Brown said: The individual may stand upon his rights as a citizen, but the corporation is a creature of the state. It would be a strange anomaly to hold that a state, having chartered a corporation to make use of certain franchises, could not in the exercise of its sovereignty inquire how these franchises had been abused and demand the production of the corporate books and papers for that purpose.

The Montreal Transportation Co. has bot the fleet of the Kingston & Montreal Forwarding Co.; and thereby has obtained complete control of the grain barge traffic on the St. Lawrence River between Kingston and Montreal. These barges formerly have been under lease to the Grand Trunk, carrying grain from the elevator at Coteau to Montreal.

A reduction of the differential on grain over flour is requested by the Howard Milling Co. in a complaint to the Interstate Commerce Commission. The Commission has served notice on the Santa Fe and the Southern Pacific to answer why the differential on grain over flour from Missouri River points to the Pacific Coast shud not be reduced from 10 to 5 cents.

Elevating charges are granted at Memphis in the following notice issued by the Frisco System: One and one-fourth cents per 100 pounds may be once allowed for unloading on all grain originating at or west of the Missouri river, when the grain is unloaded or transferred at Memphis, Tenn., and will be paid but once, either by direct line or connecting line, subject to check by joint agent. No allowance for unloading will be made on grain forwarded from Missouri river points at proportional rates where the expense bills surrendered cover grain shipments originating at points east of the Missouri river line.

The railroad view of the Hepburn bill was expressed by Pres. Mellen of the New York, New Haven & Hartford Road at a banquet Mar. 19. "The bill is so bad, and is full of such evil possibilities, regarding which I am disposed to believe some of its advocates have been imposed upon, it will probably overshoot the mark, and a careful examination causes me to speculate whether it may not have been cunningly devised by some one opposed to all legislation. So utterly subversive is it of all principles of justice, so utterly regardless is it of all warrant in constitutionality, so arbitrary and autocratic is it in its provisions regarding unimportant matters, that it may well be believed that it was the design to cause disgust, distrust, and antagonism among all right thinking and fair minded men."



Uncle Sam—I Don't Know as it Matters How I Get There, Just So I Arrive.—Minneapolis Journal.

Officials of the Louisville & Nashville have applied for a charter for the Cairo, Mayfield & Nashville Ry. Co. to build from the Kentucky-Tennessee state line on the Paducah branch to a point on the Ohio River opposite Cairo, Ill. This extension will give the N., C. & St. L. a short route to St. Louis. Financial arrangements have been made for building the Cairo & Thebes to the great bridge over the Mississippi at Thebes, Ill.

It has been argued that because the fixing of rates is a legislative function, because the state legislatures have created railroad commissions with power to name rates, and because the Supreme Court has sustained such action as a correct exercise of the powers of the state legislature, therefore the Congress can do the same. This is argument only and poor logic and is not substantiated by any decision of the courts.—John B. Daish in *Green Bag*.

A uniform B/L is provided for in the bill introduced in Congress by Representative Townsend. The words "order of" must be printed before the name of the party to whom or to whose order the property is consigned, thus making the B/L negotiable like a bank check. The carrier shall make no higher charge for shipping under this B/L. The insertion of the words "not negotiable" shall be void. The liability of the carrier is not limited.

At a meeting of farmers of Plymouth county, Ia., held at Le Mars, recently, the following resolution was adopted: We the farmers, beef producers, grain raisers, shippers and citizens of LeMars request our United States senators, Messrs. Allison and Dolliver, and our Iowa representatives in congress to continue to use all honorable means in aiding President Roosevelt in his efforts to insure legislation that will do away with the present system of unlawful railroad rebates, discriminations and exorbitant freight rates. That we hereby request our members of the state legislature to work and vote for the reciprocal demurrage bill as originally introduced by Representative Powers, and to use every effort possible to have it become a law at the present session of the legislature.

I think there is about 5 cents a bushel in selling July and buying May wheat. July will be at a discount yet, as it always has been heretofore. Even after selling at a premium as it did once before, July went to a discount of 5 to 6 cents in April. I believe it will now.—E. W. Wagner.

An official does not become endowed with superior wisdom when transferred from the employ of a grain exchange to that of the government, nor do subordinates acquire any virtues not previously possessed when hired by the government. Let those who advocate federal grain inspection bear this in mind.



If the senate really has been driven by force of public opinion to accept the rate bill it will be around looking thru the shops presently for the latest thing in halos.—Chicago Daily News.

## Supply Trade

The H. G. Bushnell Co., elevator builders of Minneapolis, Minn., has filed a petition in bankruptcy.

Advertising is an investment when well constructed and placed; a cost when poorly done and placed.

S. G. Prater, superintendent of the R. C. Stone Milling Co., at Republic, Mo., was fatally mangled in the machinery some time ago. His coat caught on a shaft in the engine room.

C. L. Hogle has succeeded J. N. Bacon as the representative of the Invincible Grain Cleaner Co., at Indianapolis, Ind. Mr. Bacon has taken a position in the Invincible works at Silver Creek, N. Y.

"A board of directors is known by the company it keeps." So is an advertisement. If your announcement stands shoulder to shoulder with disreputable propositions and fantastic schemes foredoomed to failure—what chance does it have?

Those who wish to reap a rich harvest in the grain trade during 1906 shud begin to plant their advertising seed now and in soil favorable to the growth of their business. The Grain Dealers Journal will carry the seed to grain dealers everywhere.

Attracting attention is the easiest part of advertising. The part that does the trick is the argument, the reasons, the "whys" and "wherefores" with just that touch of human nature that undermines prejudice and turns cold indifference into warm interest and confidence.

The Wolf Machinery Co. has been formed at Minneapolis, Minn., by J. M. Allen, manager of the Minneapolis office of the Wolf company, and J. W. Hare, dealer in gasoline engines. The company will handle flour mill machinery and explosive engines using producer gas and other fuel.

The Bowlus Automatic Scale Co. of Springfield, O., has recently been renamed, re-organized and re-capitalized, and its successor, The American Grain Meter Co., has just moved into a new factory, where it intends to provide every facility for the manufacture of perfect grain meters.

The Hess Warming & Ventilating Co., of Chicago, Ill., has just received an order by cable from Noumea, New Caledonia, for a Hess Drier No. 3, of 2,000 bus. capacity daily, for drying coffee. Since New Caledonia is on the opposite side of the globe, this order shows how the fame of the Hess Drier is spreading.

The Des Moines Gas Engine & Vehicle Co., of Des Moines, Ia., has taken over the business of the Du Mont Engineering Co., and will manufacture refrigerating machinery as well as gasoline engines for all purposes. The officers of the reorganized company are W. G. Du Mont, pres.; C. J. Bristol, vice-pres. and general manager, and W. G. Sandford, secy. and treas.

The Operative Millers of America will hold their annual convention June 6, 7, 8 and 9 at Memphis.

When the price is broken down on some trashy news from foreigners, buy a little wheat and sell it out at a profit, when other trashy news comes.—E. W. Wagner.

**DO YOU USE  
SAMPLE ENVELOPES?  
Try Us!  
SECURITY ENVELOPE CO.  
MINNEAPOLIS, MINN.**

## Purifying Grain

Has Come to Stay.

Our best grain handlers recognize this fact, and are preparing themselves for the inevitable by installing our

### PURIFYING SYSTEM

and thus fortifying themselves against competition and picking the plums the other fellow cannot reach. There are too many stained oats in this year's crop to permit of fair margins without purifying. Write us for descriptive booklet and samples. It's worth your while.

**Caldwell & Barr**  
Earl Park, Indiana.

NOTE.—We have been granted and now own four U. S. Letters Patents covering the art and mechanism for purifying grain. Unauthorized parties who do not own any patents, and who have no license to operate under any patents, are endeavoring to construct and sell purifying or bleaching plants. Elevator owners, in order to protect themselves, should compel such unauthorized parties to give them a thoroughly good and responsible indemnifying bond against costs of infringement suits and damages, as we shall institute infringement proceedings against elevator owners in every case where our patents are infringed.

R. G. Stuhr, Superintendent of Construction,  
Keokuk, Iowa.

**The Stuhr  
Grain Purifier Constructing  
Company**

(Not Incorporated)

**We are Contractors and Builders  
of Grain Purifying Plants**

are authorized selling agents for the right to use the only PROCESS TOWER ever patented or placed on the market. Process patents as advertised up-to-date are all infringements, for the reason that the original CAZALET Patent, No. 592,691, contains all the essential points of the so-called process patents as advertised by others. NO process application can be made successfully without a PROCESS TOWER. These are absolute facts and we invite investigation. The CAZALET PATENT is now owned entirely by the American Grain Purifier Constructing Co., a South Dakota corporation, of which D. H. Stuhr is Sec'y, Ass't-Treas. and Manager. All official corporate documents of every description of this Corporation with reference to the transfer of the CAZALET Patent and otherwise, are open for PERSONAL inspection in Stuhr's office, Davenport, Iowa, by special request. We have had practical experience in operating Grain Elevators and Grain Purifying Plants and guarantee satisfactory Process results or NO PAY. "Can we serve you?" Write to

**D. H. STUHR, Manager**  
Davenport, Iowa



## Supreme Court Decisions

The Appellate Court knows that "f. o. b." used in connection with a shipment of goods, means "free on board."—*Kilmer v. Moneyweight Scale Co. Appellate Court of Indiana.* 76 N. E. 271.

Connecting carriers are jointly liable for injury through the negligence of their joint agent to goods in transit over their lines.—*Kansas City S. Ry. Co. v. Embrey. Supreme Court of Arkansas.* 90 S. W. 15.

Parol evidence is competent to contradict a statement in a B. L. that the goods were received in apparent good order.—*Foley v. Lehigh Valley R. Co. Supreme Court of New York.* 96 N. Y. Supp. 182.

Where property is sold, to be delivered at once after payment, and the seller fails to make such delivery, notice of suit to recover the payment made is a sufficient demand.—*Fay v. Fitzpatrick. Supreme Court of Iowa.* 105 N. W. 398.

In an action against a factor, evidence held sufficient to support a finding that plaintiff had not authorized the shipment of his goods to another market after their receipt by the factor.—*Weidner v. Olivit. Supreme Court of New York.* 96 N. Y. Supp. 37.

Where a lessee gives his notes for annual rent, payable yearly for a term of years, the landlord has a lien on the crops and personal property of the lessee used on the premises for the rent to become due.—*Miller v. Bider. Supreme Court of Iowa.* 105 N. W. 594.

Whether a landlord has a mere lien on crops raised by the tenant on shares for the amount of his rent, or whether he is the owner of a part of the crops so raised, depends on the construction of the rental contract.—*Miles v. Dorn. Court of Civil Appeals of Texas.* 90 S. W. 707.

Agents or officers of an initial carrier, who give through rates after conferring with officers of the final carrier, act on behalf of the final carrier, and bind it by their acts and declarations.—*Southern Kansas Ry. Co. of Texas v. J. W. Burgess Co. Court of Civil Appeals of Texas.* 90 S. W. 189.

A B/L while prima facie evidence of the receipt of the merchandise and of its condition when received, as a contract of affreightment, stands in the same position as other written agreements, and cannot be varied or altered by prior conversations.—*The Presque Isle. District Court, W. D. New York.* 140 Fed. 202.

Where certain cotton shipped was injured by wetting while in the hands of a connecting carrier, it was no defense to such carrier's liability that the last carrier could, by the exercise of ordinary care, have prevented the development of the injuries.—*Houston & T. C. Ry. Co. v. Bath. Court of Civil Appeals of Texas.* 90 S. W. 56.

Mere silence by a seller, after the buyer's breach of his contract to purchase the goods sold, does not constitute a waiver of the breach, where such silence in no manner changes the buyer's status, and the seller is under no duty to speak in order to prevent financial loss to the buyer.—*Wood v. Planters Oil Mill. Supreme Court of Arkansas.* 90 S. W. 18.

Where a contract for the sale of corn provided, "Any deficiency on B/L weights to be paid for by the seller," the contract could not be varied by evidence of a custom whereby, in sales and purchases of corn, the shipping weights taken at port of shipment, as stated in the B/L, are final.—*Denton Bros. v. Gill & Fisher. Court of Appeals of Maryland.* 62 Atl. 627.

Where a pledgor had no notice of a conversion of the pledged chattel and an application of the proceeds by the person converting the same to his debt until after the conversion, he may bring an action for damages without tender of the amount due and demand for the return of the property.—*Gregg v. Bank of Columbia. Supreme Court of South Carolina.* 52 S. E. 195.

The fact of the delivery of freight to a common carrier for carriage may be proven by oral testimony, notwithstanding the existence of a receipt or B/L given by the carrier for such freight. Such receipt or bill of lading does not fall within the best-evidence rule as proof of such fact of delivery.—*Atlantic Coast Line R. Co. v. Dexter. Supreme Court of Florida.* 39 South. 634.

Where, at the time defendant accepted certain oats for shipment, it had knowledge that traffic was demoralized in its yards at the point of destination, but neglected to notify the shipper of such fact, defendant was bound to make delivery in the ordinary course of business, and was liable for damages sustained by delay.—*Russell Grain Co. v. Wabash R. Co. Kansas City Court of Appeals, Missouri.* 89 S. W. 908.

A provision in a contract of conditional sale, reserving title in the seller until the goods are paid for in full, does not affect the absolute obligation of the buyers to pay the purchase price, nor prevent the recovery by the seller of the price, as stipulated in the contract, on the failure of the buyers to execute notes for deferred payments or to make such payments when due.—*Kilmer v. Moneyweight Scale Co. Appellate Court of Indiana.* 76 N. E. 271.

In an action against a railroad for destroying property by negligently emitting sparks from an engine, a charge that the uncontroverted evidence showed that the engine was in good condition was properly refused, where there were circumstances from which the jury were at liberty to infer that the engine was not properly equipped, especially with reference to its spark arrester.—*Alabama Great Southern R. Co. v. Clark. Supreme Court of Alabama.* 39 South. 816.

Acts 1903, p. 268, c. 140, declaring that all agreements, trusts, and combinations, made with a view to lessen, or which tend to lessen, full and free competition in the transportation or sale of articles imported into the state, or in the manufacture or sale of articles of domestic growth, etc., and all agreements which tend to control the price or cost to the producer or consumer of any product or article are void, and subjecting parties to such agreements to criminal prosecution is constitutional and valid.—*State v. Witherspoon. Supreme Court of Tennessee.* 90 S. W. 852.

Where a submission to arbitration did not provide for the issuance of formal commissions to take testimony, but authorized the taking of depositions before a notary, to be returned to the arbitrators under the hand and seal of the notary, the fact that a deposition was mailed,

through mistake of the notary, to one of the parties, instead of directly to the arbitrators, did not authorize the arbitrators to refuse to receive it on its being placed in their hands by the party to whom it was sent, unopened and unaltered, within the time prescribed for the return of the depositions.—*Roberts Bros. v. Consumers Can Co. Court of Appeals of Maryland.* 62 Atl. 585.

Where a telegraph company, in the exercise of its charter rights and in connection with its other business, has been engaged in buying continuous quotations of prices of products of a board of trade, and selling the same at a fixed price to such persons as desired them for such a length of time as to make such quotations necessary to the successful conduct of business in such products, the quotations and the system of supplying them have become impressed with a public interest, so that, so long as the company continues in such business, it must supply those desiring the quotations on equal terms.—*Western Union Tel. Co. v. State ex rel. Hammond Elevator Co. Supreme Court of Indiana.* 76 N. E. 100.

In the case of the cranberry growers union of Wood County, Wis., which was taken into the courts after its business had resulted in a loss of \$7,773, Judge Marshall of the Wisconsin Supreme Court decided that members would have to share the loss as partners. "Where cranberry producers agreed in forming an ass'n. for the sale of their product, to bear the current running expenses in a ratio corresponding to their respective interests in the ass'n., regardless of the extent to which they might actually use the union in selling their berries, and to share profits in the agreed ratio of their respective interests, there was such a community of interest in profits and losses as to constitute the ass'n. a partnership."—*Briere v. Searls.* 105 N. W. 817.

Defendant railroad contracted to transport a car load of potatoes for plaintiff, the car to be sent over defendant's road to a certain point, and thence forwarded over connecting roads. The shipping order provided that no carrier should be liable for loss or damage not occurring on its own road or its portion of the through route, nor after the property was ready for delivery to the next carrier. After the car was transferred to a connecting road the potatoes were injured by rain, by reason of the defective condition of the car roof. Held, that defendant was not absolved from liability by the shipping order, as by its contract it was bound to furnish a suitable car for the entire trip and deliver the car and cargo to the connecting line in good conditions.—*Kibby v. Michigan Cent. R. Co. Supreme Court of Michigan.* 105 N. W. 769.

A rate of 1-3 fare for the round trip to delegates to the 10th annual meeting of the Grain Dealers National Ass'n at Chicago, June 4 and 5, has been granted by the Central Passenger Ass'n.

The commercial court of Prague has decided an interesting case touching upon "carriers" responsibilities. The suits were for \$7,500 damages on American corn which was imported via the Austro-German Steamship Co., thence by barges from Hamburg and thru the river Elbe to Tetschen-Lauben of the Bohemian frontier. The corn had been sold by the shippers as "good, sound, and dry," which the steamship company indorsed. The verdict was against the latter, amounting to \$4,000 and \$500 costs.



## Fixing the Responsibility for Loss of Grain in Transit.

BY L. C. BREED.

According to the records of the Dept. of Weights of the Merchants Exchange of St. Louis, about one-third of the grain cars arrive leaking, or are not properly sealed. In view of this, the Dept. recently inaugurated a plan of checking these troubles.

The Dept. of Weights proposes to ascertain more definitely than heretofore where the responsibility as to bad order cars really rests. The chief difficulty in this regard arose from the fact that most of the freight arriving here is distributed by the various roads from points five to seven miles outside city. When the trains were broken up for final switching, if cars were found to be in bad order, railroad employes cooped them, and therefore when they arrived at elevators and hold tracks, it was impossible to know where and under what circumstances the repairs had been made. As these cars finally arrived on various switch tracks in fairly good order, and yet fell short in weight, it made it appear the grain was not correctly weighed at point of shipment. With increased appropriations for the purpose, the Dept. was able to augment its force sufficiently to send men to these outside points and inspect the cars immediately on arrival. The defects, in the main, consist of the following: Leaking at grain door, leaking over grain door, leaking at bolt, leaking at end window and not properly sealed.

For the benefit of the members, cars arriving in bad order are daily posted on a blackboard provided for the purpose on the floor. The name of the railroad over which the cars arrived, car numbers, kinds of grain and nature of the defects are given in case of each car. This plan also enables receivers to post their shippers regarding condition of cars on arrival, and furnish an official certificate in support of their statements.

The reliable information now furnished enables the receiver to locate more certainly the responsibility for loss and may obtain from the Dept. a certificate stating condition of car on arrival.

In passing on claims, the first question considered by the railroads is on whom does the responsibility for loss covered by the claim rest? It is right that railroads should require documentary evidence, as it is a physical impossibility to pass on them in any other way. This being the case, it will be seen that an official certificate is very valuable, as it would, as a rule, be accepted by the railroads as valid evidence of the facts stated. Any member of the Exchange can procure these certificates of the Dept.

Another advantage which it is expected will result from carrying out this plan is that by furnishing reliable statistics concerning the condition of cars, the railroads will take greater pains to see their rolling stock is put in condition, and also that more care will be taken in sealing cars. According to the records of this Dept. out of 35,518 cars examined, 11,312 were in bad order, or not properly sealed.

Still another protection is that of having watchmen at all team tracks where grain is unloaded by mills and feed store men, whose duty it is to report condition of cars on arrival; see that the cars are properly closed and sealed at night, if not empty; that all grain is weighed and none stolen while car is being unloaded. The condition of cars as they arrive at mills and elevators is also reported, thus making it possible to compare this report

and that made by the inspectors on the first arrival of the cars.

The committee having this department in charge is determined to correct all abuses connected with the handling of cars and weights, make it possible for all parties interested to receive correct weights and provide evidence for fixing the responsibility in case of shortage arising from cars not being in good order. The Exchange through this department supervises the weighing of grain at all elevators, mills, private storehouses and team tracks, and furnishes certificates of weights. At the elevators, two men are stationed—one up and the other down stairs—to see that cars are well cleaned, that all the grain goes to the scale, and that all grain is accurately weighed.



**Cover's Dust Protector**  
Rubber Protector, \$2.00  
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.  
**H. S. COVER**  
124 Perley St., South Bend, Ind.

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## MANUFACTURERS

Contemplating establishing plants in the West should take advantage of a location on



**Chicago & North-Western Ry.**

which reaches the famous

**WATER POWERS,  
COAL FIELDS,  
IRON ORE RANGES,  
HARD AND SOFT  
LUMBER DISTRICTS,  
MINING DISTRICTS**

of the West and Northwest, and affords the best means of transportation to the markets of the world.

FOR FURTHER PARTICULARS APPLY TO

**MARVIN HUGHITT, Jr.,** **E. D. BRIGHAM,**  
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## Responsibility Of Carriers To Furnish Cars.

The annually recurring car shortage is just passing. The delays and loss attendant upon this condition are great.

Indicative of the shippers' rights in the premises we are thru the courtesy of Sec'y Goetzmann of the Millers Nat'l Federation enabled to present herewith an opinion of General Counsel F. F. Reed upon two type cases:

"Our situation is this:—'We are on the Penna. R. R. We sell a quantity of our product on the N. & W., and we want our proportion of the N. & W. cars set on the transfer. Can we force them to do it, and have we no redress in case of their refusal?'—Ohio Cereal Co.

"We are a mile and a half from the freight house. We load cars on our side track. We make a demand every day for a given number of cars. In February and March of the present year the railroads were unable to supply our demands. At that time the fertilizer companies were moving their products, and the railroads set most of their cars to them. This handicapped us.....and was cause of delay of two or three weeks.....In one particular the goods were refused at destination account delay.....due entirely to railroad's failure to furnish equipment. What are our rights?'—Liberty Mills.

Referring to the complaints of the Liberty Mills and the Ohio Cereal Company as to failure of railroads to furnish proper cars for shipment of their products, and discrimination against them, I have to advise it seems in each instance that there is a preference given to a certain class of industries.

In the case of the Liberty Mills, the fertilizing companies having secured practically all of the cars, and in the case of the Ohio Cereal Company, the discrimination being exercised in favor of shippers who are situated on the N. & W. Railway. It is not very difficult to formulate the law on this subject. The difficulty arises from the practical application, especially in the matter of proof.

It is a well known fact that for the last six months all of the railroads in the country have felt the scarcity of cars, and have been absolutely unable to supply cars sufficient to transport the products that have been offered for freight. Each railroad, as is well known, is engaged in the rather shady custom of stealing and keeping all the cars it can from other railroads.

A railroad company is, of course, even at law, bound to furnish suitable cars for transportation when required by customers. At the same time it is not required to jeopardize its other business and the rights of other shippers, and reasonable diligence is all that is required. It cannot discriminate between shippers at points where it competes with other lines, and those at points where there is no competition.

Tennessee has no statute on the subject, but has a railroad commission authorized to supervise and fix rates and the regulations of railroad freight and passenger traffic and to correct abuses and prevent unjust discrimination and extortion in the rates of freight and passenger tariffs on different railroads in the state, and Ohio has a somewhat similar provision. I take it, however, that much of the freight in question is intended for interstate shipment, and such being the case the interstate commerce act would apply. This act, after requiring all charges to be reasonable and just and forbidding rebates and special rates prohibits undue preferences and provides that it is unlawful for any common carrier to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation or locality, or any particular

description of traffic in any respect whatsoever, or to subject any person, company, firm, corporation or locality or any particular description of traffic to any undue or unreasonable prejudices or disadvantage in any respect whatsoever. The act then requires all common carriers to afford to each all reasonable and proper facilities for the interchange of traffic.

It will be noticed that this act does not absolutely forbid preferences or advantages, or the infliction of prejudices or disadvantage, but stops undue or unreasonable preferences or advantages and forbids undue or unreasonable prejudices or disadvantages. The act nowhere defines undue or unreasonable preference or advantage but in *United States v. Delaware Railroad Co.*, 40 Fed. Rep., 101, and in all other cases it has been held that in order to determine this question all the circumstances of the case must be taken into consideration, including business considerations naturally affecting the action of carriers, mileage, population, tonnage, welfare of localities, competition, etc., and that the burden of proof is always on the person complaining of the undue preference.

Complaint may be filed before the Interstate Commerce Commission, or suit may be brought. Damages may be recovered and any decision arrived at by the Interstate Commerce Commission may be enforced through the means of Federal Courts. It is thus evident that both the common law and the statutory law of this country recognize such evils as are complained of, condemn them and provide for remedies, but that the great obstacle is the establishment of the case. So many things are to be taken into consideration and so many excuses and apparent justifications can be trumped up as explaining and justifying the conduct of the carrier, that it takes a pretty strong case of systematic, deliberate and intentional discrimination before a case can be made. My own judgment is that it would be almost impossible, except under the most cogent and clear proof of deliberate and arbitrary distinction, to sustain a charge of this kind, and I doubt very much whether the facts stated in these letters, even if they were susceptible of proof, would be the ground for very drastic action. If, however, clients who know the extent to which they have been injured, and the persistence of the railroad companies in their conduct, have the proof, the place to go with it is before the Interstate Commerce Commission, where the procedure is simple and inexpensive, the subject is thoroughly understood, and the means for compelling the presence of witnesses and the production of documents are very powerful.

A great deal is always said about the increased cost of the staff of life, flour, the poor man's food, whenever there is an advance in the grain markets. This is the worst kind of a fallacy. An advance of 25 cents per bushel on wheat means a rise of about \$1.16 per barrel on flour. Taking the acknowledged consumption of flour to mean about 42-3 bushels of wheat per capita per year, or one barrel of flour, the great burden to a laborer, or mechanic, who is getting from \$2 to \$5 per day, as wages, is the tremendous sum of approximately \$1.16 per year, ten cents per month, or 1-3 cents per day. Mind you this is all an advance of 25 cents per bushel in wheat means to a bread consumer, yet he stands an advance of from 100% to 500% on a host of other things, both necessities and luxuries and you never hear a word about it.—E. W. Dennis.

## Benefits of Free Alcohol.

The movement to exempt from taxation alcohol not used as a drink is gaining headway in Congress as the people become more familiar with the benefits to be derived by the farmer and the manufacturing industries.

Those interested in free alcohol are rallying to the support of the bill introduced by Representative T. F. Marshall of North Dakota, the provisions of which are:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that when that form of distilled spirits of domestic production commercially known and described as "ethyl alcohol" has been rendered unfit for use as a beverage by the addition thereto of such material or substance as the commissioner of internal revenue, with the approval of the secretary of the treasury, shall prescribe such distilled spirits or ethyl alcohol, when intended for use in manufacturing processes and for lighting, heating and cleaning purposes, and for use as a motor fuel, may be withdrawn from distillery bonded warehouses free of internal revenue tax, under such rules and regulations as the commissioner of internal revenue, with the approval of the sec. of the treas. shall prescribe.

Sec. 2. That the distilled spirits of ethyl alcohol withdrawn free of tax under the provisions of this act shall have an alcoholic strength of not less than eighty degrees above proof, as defined by section 3249 of the Revised Statutes of the United States.

Sec. 3. That any person, or persons, who shall rectify or purify the distilled spirit or ethyl alcohol, which has been removed from distillery warehouses free of tax under the provisions of this act, so as to remove or separate therefrom by any process spirits or ethyl alcohol, which has been added thereto for the purpose of rendering such distilled spirits or ethyl alcohol unfit for use as a beverage shall, on conviction, be subjected to a fine of not less than \$500, nor more than \$5,000, and be imprisoned not less than six months nor more than three years.

Mr. Marshall is himself a user of gasoline engines and from his own personal experience states "in the smaller towns of North and South Dakota and Minnesota it is difficult to procure gasoline of a quality fit for use in engines, it being possible to purchase these higher grades only in barrel lots after paying the local freights. In my home town, the Standard Oil Co. has a distributing point, with large tanks, but they do not keep gasoline of high grade for use in engines. I have three of these engines, and when I want gasoline for them I must send to Fargo for it, 110 miles away, a barrel at a time, pay the local freight in addition to 22 cents a gallon, and then find that the company is not anxious to sell to me. Why? Because the country is right up to a famine in gasoline of the quality that has to be used for internal combustion engines."

Gasoline engine users and builders are not the only beneficiaries of free alcohol. Growers of corn and potatoes would have a vast market provided for their product of the lower grades. Alcohol manufactured cheaply from grain and potatoes will enable the farmer to heat and light his home, cook his food and drive his engine for irrigation, pumping water and sawing wood.

The only opposing interest is the Standard Oil Co. and the wood alcohol trust.

For lighting alcohol is burned under a mantle like the Welsbach, giving a bright light at a cost of 1c per hour for 70 candle power. A device used in Germany is a flat-iron having a small reservoir attached, which when filled with alcohol will heat the iron for 2 hours' work at a cost of 2 cents. Alcohol finds a large use in the manufacture of varnish, fine chemicals, soap and perfumery.

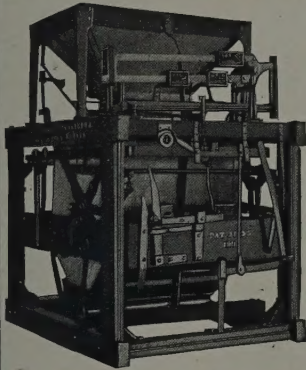
The cause of temperance has nothing at stake in this matter. W. E. Johnson, perhaps the leading temperance writer of the



United States, says: "The wood alcohol trust are the only people fighting the measure, but a few of the temperance folks have been buncoed into fighting the wood alcohol battles. I believe the adoption of the proposal would be a distinct and positive advantage to the temperance cause."

Representative Chas. B. Landis, who is a member of the committee of ways and means, is actively pressing the measure, and says: "I feel that there is a good prospect for the enactment of this legislation. Take the tax off the alcohol and it will be possible to buy it at about one-half of the present price of gasoline. This means cheaper and better light, cheaper and better fuel and cheaper power and heat. In addition it will make an enor-

mously increased demand for corn and potatoes, which are our chief sources of alcohol. I look on this alcohol proposition as a providential rescue and perpetual protection of the American people from the coal and oil trusts. The advantage to the farmer in protecting him against unfair grading of his corn alone would be well worth millions of dollars a year to him, as moldy, low grade corn makes just as good alcohol as high grade corn. It should be understood that alcohol used as a beverage or for medicinal purposes, perfumes, etc., is to continue to pay the tax. The untaxed alcohol will be poison, which answers any opposition that might come from people who would oppose the proposition from the standpoint of temperance."



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For weighing grain into cars, bins or sacks.

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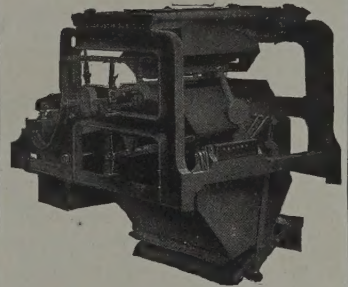
**MCLEOD BROS.**

MARIETTA - - KANSAS

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Never be in doubt about returns.  
You can depend on the

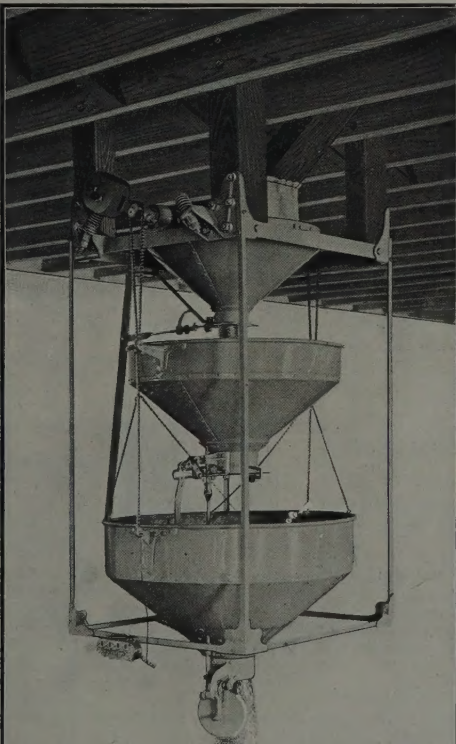
## Richardson Automatic Scales



To keep an accurate record  
of your entire business.

**RICHARDSON SCALE CO.**

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NEW YORK



**THE AMERICAN GRAIN METER**

## How's this for Accuracy?

*1/24 of 1 per cent.*

Osborne, Ohio, March 17, 1906.

We this day unloaded the wheat from cars L. S. & M. S. No. 45534 and Erie No. 75054 into elevator C of Tranchant & Finnell at Osborne, Ohio.

The wheat was first run through an American Grain Meter, with which the above elevator is equipped, and automatically weighed.

This grain meter discharges directly into a Fairbanks Hopper Scale where the wheat from car No. 45534 was again weighed in fifteen bushel drafts. The results were as follows:

	Weighed by American Grain Meter	Weighed by Fairbanks Hopper Scales
Car No. 45534	998.23 Bu.	997.58
Car No. 75054	1000.26 "	* * *

Signed, J. E. Heedwohl, Weighmaster.

Personally appeared before R. H. Swadner, a Justice of the Peace in and for Bath Township, Greene County, Ohio, J. E. Heedwohl, who solemnly swears the above statement is correct.

R. H. Swadner, J. P.

The above two cars of wheat were shipped to us from Chicago, and the official weights were L. S. & M. S. No. 45534, 1000 Bus, and Erie No. 75054, 60000 lbs.

The simplicity of the American Grain Meter and its accuracy ought to appeal to all handlers of grain in car loads. We regard it as an indispensable adjunct to our elevator, as it makes no mistakes and saves the expense of weighing on hopper scales.

TRANCHANT & FINNELL.

**AMERICAN GRAIN METER CO., Springfield, O.**

Great Western Mfg. Co., Kansas City  
Allen P. Ely & Co., - - Omaha  
Brown & Varney, - - - Cincinnati

J. R. Detweiler, - Chicago  
Robt. Craig, - Minneapolis  
Wm. Robinson, - Des Moines



## Patents Granted

Gas Engine. No. 814,609. Elwin C. Kavanaugh, Holyoke, Mass.

Valve Mechanism for Internal Combustion Engines. No. 814,421. Herbert Austin, Birmingham, Eng., assignor to the Wolsey Tool & Motor Car Co., Birmingham.

Door for Grain Cars. No. 814,202. (See cut.) John J. Hahn, Kansas City, Mo. The sliding door has a lug on its inner surface. A coiled spring is connected with the lug and to the transverse portions of suspension rods pivotally connected to the wall plate.

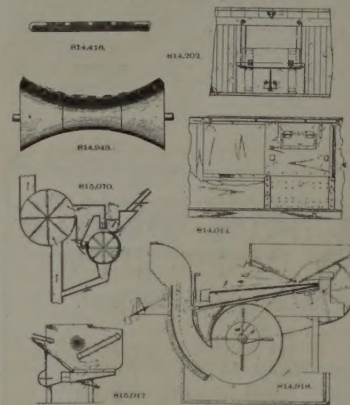
Conveyor Belt. No. 814,943. (See cut.) Milton H. Cook, San Francisco, Cal. The belt is composed of an upper surface of mineral tanned leather and a rubber and canvas body to which the upper surface is integrally secured. Raised knobs are fixed on the central portion of the belt.

Combined Grain Door and Loading and Unloading Platform for Cars. No. 814,014. (See cut.) Jacob S. Bender, Kansas City, Mo., assignor to Bender Car Door Co. The lower of the two sections of the door is hinged at the threshold, the upper section sliding to one side on anti-friction rollers.

Grain Separator. No. 815,017. (See cut.) Geo. E. Holiday, Rock Rapids, Ia. The machine is a corn sheller composed of a shaking shoe, a guide plate supported

at its upper end with the lower end arranged below the shelling mechanism. The inclined supporting plate is arranged below the delivery end of the corn conveyor.

Fabric Belt for Conveyors. No. 814,416. (See cut.) John J. Voorhees, Jersey City, N. J. The fabric comprises a cementing medium, a woven fabric embedded therein and extending longitudinally thereof, and a fibrous material also embedded therein, the fibers of the latter being arranged in planes perpendicular to the composition fabric.



nally thereof, and a fibrous material also embedded therein, the fibers of the latter being arranged in planes perpendicular to the composition fabric.

Seed and Grain Cleaning Machine. No. 814,918. (See cut.) Francis A. Powers, Parma, Idaho, assignor of 1/2 to Frank Gahley, Parma. The machine has a spiral fan casing with a discharge spout includ-

ing a breast supported pivotally at its inner end between the sides of the spout. The outer end of the breast is adjustable to regulate the outlet of the spout.

Grain Separator. No. 815,070. (See cut.) Wm. W. Culver, Wichita, Kan. The separator comprises a feed box, a feed screw therein having spiral coils extending in reverse directions from the center, a revolving screen mounted forward of the feed box, the operative surface of the screen being formed of a single length of material wound in concentric coils about the screen body, the screw being arranged longitudinally above the screen. The open ended passage from the suction fan terminates above the delivery from the feed box.

### Philippine Imports and Exports.

Philippine imports of breadstuffs during the 10 months prior to Nov. 1, 1905, were 100,198 bus. of grain and 147,386 barrels of wheat flour; compared with 68,819 bus. of grain and 157,652 barrels of wheat flour for the corresponding months of 1904.

Hay imports for the 10 months were 3,377 tons; compared with 3,386 tons for the same period of the preceding year.

Rice imports during the 10 months were 439,204,648 pounds; compared with 527,369,503 pounds for the same months of 1904.

Imports of beans and peas during the 10 months were 41,880 bus.; compared with 34,575 bus. for the same months of 1904.

Exports of hemp for the 10 months were 111,699 tons; compared with 103,216 tons for the corresponding months of 1904, as reported by the War Department.



# Break Ground in the Southwest this Spring



- ☐ The prospects were never brighter than at present.
- ☐ Farming land is advancing in price as steadily as it produces.
- ☐ The time for action—the time to **break ground**, is now!
- ☐ The climatic conditions of the Southwest should be considered also. The winters are short and mild, and the climate a happy mean between the extremes of the North and South.

☐ For purposes of investigation the Rock Island offers you cheap rates twice monthly—first and third Tuesdays—to practically all points Southwest.

☐ If you want to improve your condition—make more money, live outdoors, grow strong and hearty—take a trip Southwest and spy out that promising country, then select a good location and peel off your coat!

☐ Think it over and use this coupon. I will be glad to help you locate advantageously.

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